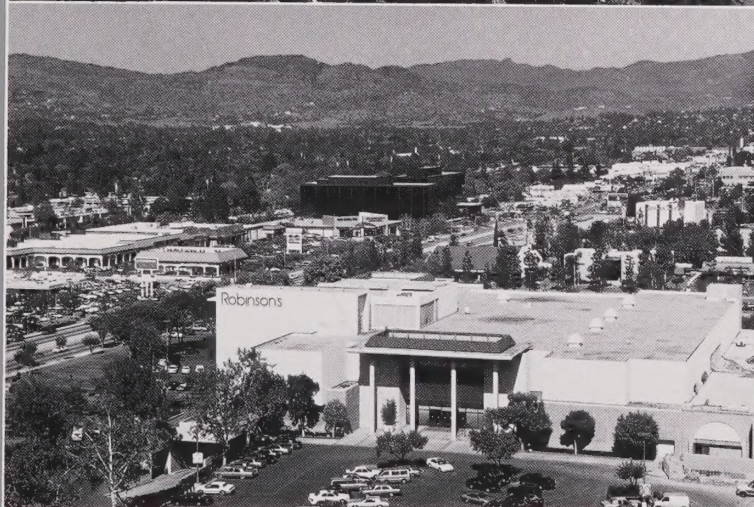
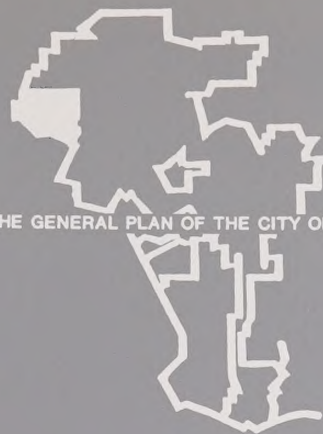


Canoga Park Winnetka Woodland Hills West Hills Plans

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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92 00510

February 26, 1996

RE: PLAN BOOKLET ADDITIONS/REVISIONS

Dear Plan Booklet Recipients:

Enclosed are the most recent additions/revisions made to the
CANOGA PARK WINNETKA WOODLAND HILLS plan(s).

Please add the specific plan portions and replace other sheets
(table of contents, log sheet, back credit page, and two maps) to
your plan booklet.

If you have any questions, please contact the Central Publications
Unit at (213) 580-5250.

Very truly yours,

GORDON HAMILTON
Deputy Director

Lynn Schwickerath, Chief Clerk
Department Support Operations

LS:smc

Enclosures (1 copy)





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Canoga Park Winnetka Woodland Hills West Hills Plans



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E. Warner Center Specific Plan

1. Summary of Provisions
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5. Administrative Responsibilities

* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The Maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB 283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

Mulholland Scenic Parkway Specific Plan

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C. Mulholland Scenic Parkway Specific Plan

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PLAN AMENDMENTS DATE LOG

CANOGA PARK-WINNETKA- WOODLAND HILLS-WEST HILLS PLANS

Adopted by City Council
May 14, 1984
C.F. 83-1577

Date	Amendment	Council File
Oct. 14, 1987	Periodic Plan Review, Window 4, Item 11, Topanga Canyon Blvd.	87-1155 S11
Dec. 18, 1987	Periodic Plan Review, Window 4, Item 12, Vanowen St.	87-1155 S12
Feb. 9, 1988	AB283 General Plan/Zoning Consistency	87-2132
Mar. 16, 1988	Periodic Plan Review, Window 8, Item 2, Vassar Ave.	88-0133 S2
Mar. 25, 1988	AB 283 Industrial/Residential - South Valley	88-0311
Apr. 27, 1988	Periodic Plan Review, Window 8, Item 1, Del Valle St.	88-0133 S1
Aug. 31, 1988	Periodic Plan Review, Window 12, Item 1, Vanowen St.	88-1212 S1
Mar. 8, 1989	Periodic Plan Review, Window 16, Item 1, Jordan Ave.	89-0027 S1
Mar. 8, 1989	Periodic Plan Review, Window 16, Item 3, Saticoy St.	89-0027 S3
July 18, 1989	Girard Tract Specific Plan	86-1849
Aug. 30, 1989	Periodic Plan Review, Window 20, Item 5, Saticoy St.	89-1314 S5
Oct. 13, 1989	Mobilehome Footnote	89-0119
July 25, 1990	Periodic Plan Review, Window 24, Item 3, Topham St.	90-0049 S3
Dec. 4, 1990	Ventura/Cahuenga Boulevard Specific Plan	85-0926 S22
Mar. 27, 1991	Land Use Footnote	90-1422
Apr. 10, 1991	Periodic Plan Review, Window 32, Item 2, Topanga Canyon Blvd.	90-2593 S2
May 1, 1992	AB 283 Open Space	92-0163
May 6, 1992	Mulholland Scenic Parkway Specific Plan	86-0945
May 21, 1993	Periodic Plan Review, Window 40, Item 1, Milwood Ave.	92-1351
June 30, 1993	Warner Center Specific Plan	90-0901 S2
July 21, 1993	Warner Center Specific Plan Amendment	90-0901 S2
Aug. 16, 1994	Warner Center Specific Plan Amendment	90-0901 S2

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

May 25, 1994

TO: Whom it May Concern

FROM: Michelle Clarkson, Senior Clerk
Central Maps and Publications Unit
Department of City Planning

SUBJECT: **PLAN BOOKLET REVISIONS**

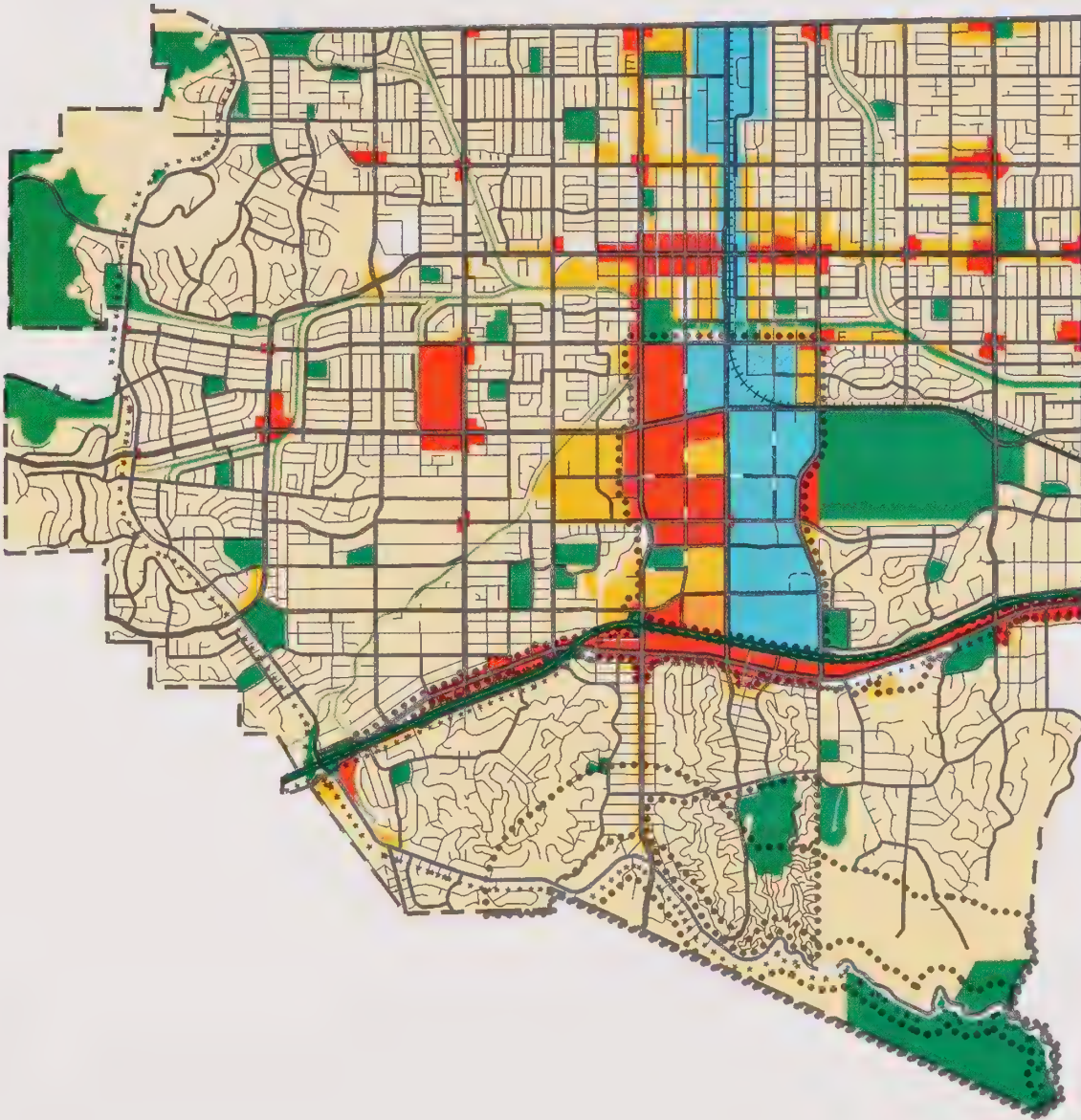
A revision (Mulholland Specific Plan) has been made to the following five (5) plan booklets: Bel Air/Beverly Crest; Brentwood/Pacific Palisades; Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; and Sherman Oaks/Studio City/Toluca Lake. Please add this revision to each of your community plans.

If you have any questions, please contact our office at 485-5043.

MC:smf

Enclosures

1) 92-00288
2) 90-00444
3) 92-00510
4) 88-02051
5) 92-05071

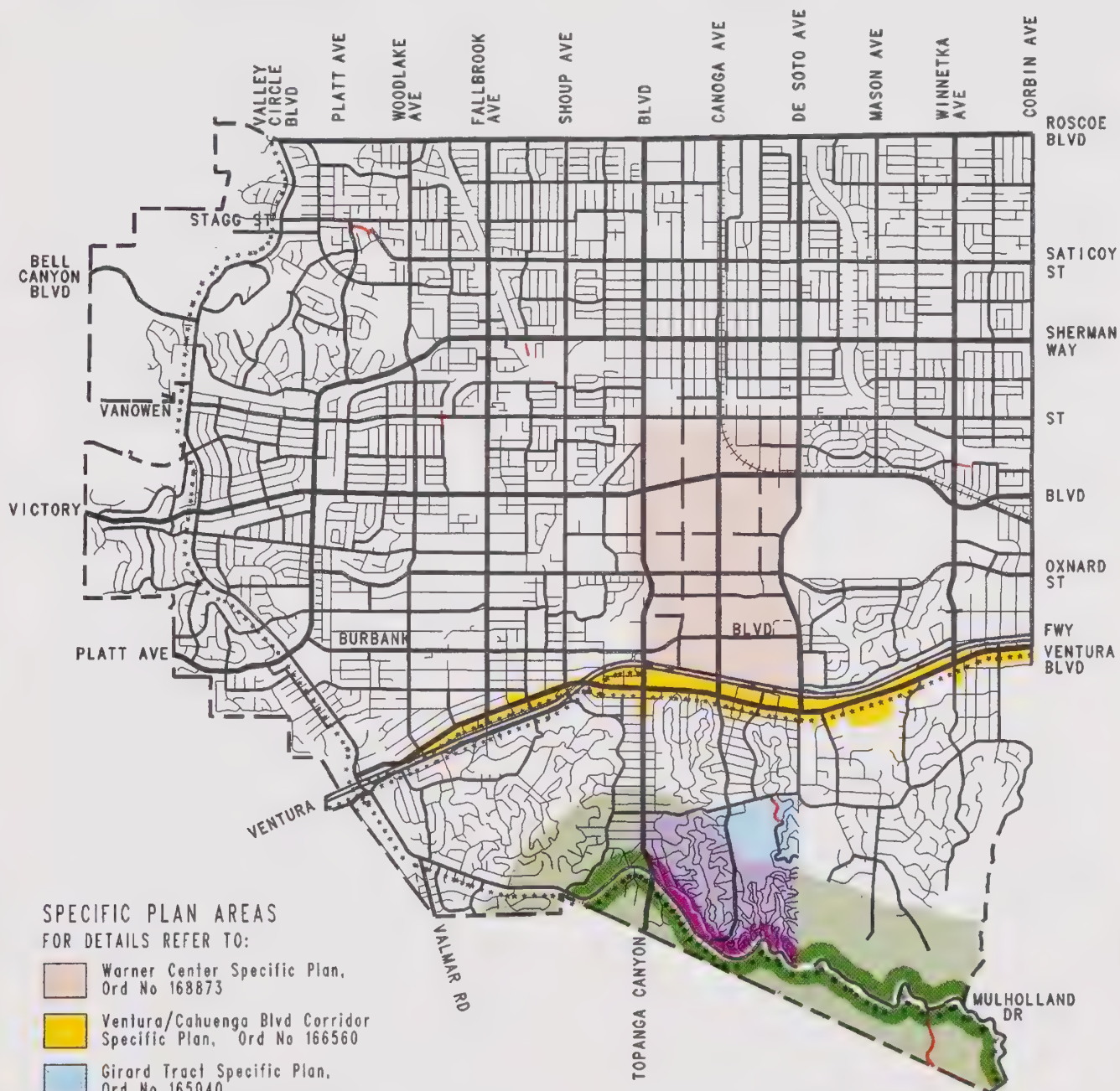


..... See Specific Plan(s) for details

CANOGA PARK - WINNETKA - WOODLAND HILLS
GENERALIZED LAND USE



NOT TO SCALE



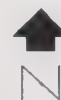
**SPECIFIC PLAN AREAS
FOR DETAILS REFER TO:**

- Warner Center Specific Plan, Ord No 168873
- Ventura/Cahuenga Blvd Corridor Specific Plan, Ord No 166560
- Girard Tract Specific Plan, Ord No 165040
- Mulholland Scenic Parkway Specific Plan, Ord No 167943 - 1/2 Mile Buffer
- Mulholland Scenic Parkway Specific Plan, Ord No 167943 - 500' Buffer
- Mulholland Scenic Parkway Specific Plan, Ord No 167943 - 1/2 Mile Buffer and Girard Tract Specific Plan, Ord No 165040
- Mulholland Scenic Parkway Specific Plan, Ord No 167943 - 500' Buffer and Girard Tract Specific Plan, Ord No 165040

PROPOSED CIRCULATION

- Proposed Secondary Highway
- Proposed Collector Street
- Proposed Special Collector Street

**CANOGA PARK - WINNETKA - WOODLAND HILLS
GENERALIZED CIRCULATION**



NOT TO SCALE

CANOGA PARK-WINNETKA- WOODLAND HILLS PLAN CITY OF LOS ANGELES

The Canoga Park-Winnetka-Woodland Hills District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map. Further, certain portions of the text are keyed to numbers on the Plan map to indicate special provisions pertaining to limited portions of the district. These notes are emphasized by darker print.

PURPOSES

USE OF THE PLAN

Notwithstanding any other language herein, the Plan does not commit the City to initiate any programs or expend any funds for such programs as may be suggested.

The purpose of the Canoga Park-Winnetka-Woodland Hills District Plan is to provide a guide to the future development of the District for the use of the City Council, the Mayor and the City Planning Commission; other concerned governmental agencies; residents, property owners and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the District, within the larger framework of the City; guide development, betterment and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentials and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use.

The Plan is **not an official zone map** and while it is a guide, it does not imply any right to a particular zone or the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

The Plan is subject to periodic review and amendment.

OBJECTIVES OF THE PLAN

1. To coordinate the development of the Canoga Park-Winnetka-Woodland Hills District with that of other parts of the City of Los Angeles and the metropolitan area.

2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities which will accommodate population and activities projected to the year 2000.

3. To make provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the District, maximizing the opportunity for individual choice.

To encourage the preservation and enhancement of the varied and distinctive residential character of the District:

In hillside residential areas, to:

- a. minimize grading so as to reduce disturbance to the natural terrain and ecological balance.
- b. provide a standard of land use intensity and population density which will be compatible with street capacity, public service facilities and utilities and with topography and be coordinated with development in the remainder of the City.

4. To preserve well-maintained neighborhoods, particularly single-family, and to rehabilitate areas of deteriorated housing.

5. To promote economic well being and public convenience through:

- a. allocating and distributing commercial lands and related offstreet parking for retail, service and office facilities, in quantities and patterns based on sound planning principles and standards.
- b. designating land for industrial development that can be so used without detriment to adjacent uses of other types and proposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.

6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.

7. To make provision for a circulation system coordinated with land use and density adequate to accommodate traffic and to encourage the expansion and improvement of public transportation service.

8. To encourage open space for recreational uses and to promote the preservation of views, natural character and topography of mountainous parts of the District for the enjoyment of both local residents and persons throughout the Los Angeles region.

POLICIES

The Canoga Park-Winnetka-Woodland Hills District Plan, in concert with plans for adjoining communities, has been designed to accommodate the anticipated growth in population and employment of the District to the year 2000. The Plan does not seek to promote nor to hinder growth; rather, it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low-density, single-family, residential areas and the conservation of open space lands. Much of the Canoga Park-Winnetka-Woodland Hills District is of hillside and mountainous terrain and as much of the remaining undeveloped lands as feasible is to be preserved for open space and recreational sites.

LAND USE

Commerce

Standards and Criteria:

The commercial lands (including related parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 2000.

In calculating the allowable floor area for new commercial structures, such calculations shall be based on the buildable area of the lot, i.e., the portion of the lot that is zoned for commercial use. Commercial buildings in areas designated for community, neighborhood, highway-oriented and limited commerce should be restricted to three stories or 45 feet in height to insure maximum compatibility with adjoining residential uses.

Along the north side of Ventura Boulevard between Topanga Canyon Boulevard and Winnetka Avenue, the heights of commercial buildings should be restricted to six stories or 75 feet, except that a height of 13 stories shall be permitted for the property on the northeast corner of Ventura and Topanga Canyon Boulevards, as well as the covenants and agreements imposed in CPC 29989 and CF 83-0454, including a maximum of 750,000 square feet of floor area. (MAP NOTE NO. 1)

Features

Limited Commercial	Total Acres	113
	% of Total Area	1%
Highway-Oriented Commercial	Total Acres	233
	% of Total Area	1%
Neighborhood and Office Commercial	Total Acres	309
	% of Total Area	2%
Community Commercial	Total Acres	217
	% of Total Area	1%
Regional Center Commercial	Total Acres	230
	% of Total Area	1%
Total Commerce	Total Acres	1,102
	% of Total Area	6%

The Plan provides approximately 1,102 acres of commercial and related parking uses. This is 6% of the District Plan area, which consists of 16,573 acres.

The Woodland Hills Business District, consisting of approximately 100 acres, located along Ventura Boulevard between Canoga Avenue and the Ventura Freeway overcrossing, will serve as a focal point for shopping, civic and social activities for that community. This business district should contain professional offices, shops, supermarkets, restaurants and entertainment facilities.

The Warner Center and areas adjacent to it are continuing to develop as focal point of relatively intense commerce, industry and housing. It is the intent of the Plan to encourage this pattern of development with appropriate controls. To that end, consideration should be given to revising the Warner Ranch Specific Plan. Guidelines for such a revision are discussed in the "Programs" portion of this Plan.

The Canoga Park Business District, consisting of approximately 75 acres located on Sherman Way between Canoga Avenue and Topanga Canyon Boulevard, will serve as the focal point for shopping, civic and social activities for that community. This business District should contain professional offices, small department stores, restaurant, and entertainment facilities. Medium and Low-Medium density apartments are proposed to be located nearby.

Fallbrook Square consists of approximately 100 acres located on Fallbrook Avenue between Victory Boulevard and Vanowen Street. It is an automobile-oriented shopping facility serving the entire District.

Commercially designated land northeast of the corner of Woodlake Avenue and Sherman Place were so designated to allow for orderly expansion of the developing medical complex. Zone changes in this area should be conditioned to encourage the construction of medical or medical-related buildings. (MAP NOTE NO. 2)

Gateway to the City

The most westerly portion of the Ventura Freeway, west of Valley Circle Boulevard-Mulholland Drive, is seen as a "Gateway to the City". In order to promote a focus of activities and a special visual effect, areas north and south of the freeway section have been designated for specialized functions. No exact physical boundary is meant to be implied, for it is proposed that the City Planning Commission and the City Council decide the limits and establish the necessary controls (possibly through the specific plan procedure, which would entail a precise development plan or a precise development plan initiated by property owners within the "Gateway to the City" area) in reviewing specific development proposals submitted by the involved property owners. Such plans should include all properties on Long Valley Road at the entrance to the City of Hidden Hills and involve surrounding citizen participation. Restricted tourist-oriented commercial shops, garden offices, restaurants and limited multiple-residential uses are encouraged. The height should be limited to three stories.

Housing

Standards and Criteria:

To the extent feasible, new development in areas adjoining highways should be designed with lots siding or backing onto the highway or with frontage on a service or frontage road. Local street patterns designed to discourage through traffic should be used wherever practical.

Housing should be made available to all persons regardless of age, social or ethnic background.

Reasonable provision should be made to meet the needs of moderate- and low-income families for standard housing. Consideration should be given to housing at low cost in locations convenient to shopping, recreation facilities and transportation. In locating low- and moderate-income housing, and senior citizen housing, minor deviations from the land use designations in the Plan may be considered.

The full residential densities proposed by the Plan are predicated upon the development of the designated major and secondary highways and upon adequate fire protection services and facilities. No increase in density should be effected by zone change or subdivision unless it is determined that the local streets and major and secondary highways serving, and in the area of, the property involved are adequate to serve the traffic generated and, in mountain areas, until review and approval by the Fire Department.

Single-family housing located along Topanga Canyon Boulevard south of Ventura Boulevard and north of Mulholland Drive shall be limited to two stories as should residential development west of Mulholland between Valmar Road and Ventura Boulevard. (MAP NOTE NO. 3)

New developments should be provided with usable open space. Housing development near freeways where noise and air pollution would pose special problems should be provided with features to mitigate these adverse impacts.

The intensity of the Minimum, Very Low and Low Density housing land uses in the mountain and hillside areas, as designated on the map, and the density of the population which can be accommodated thereon should be limited in accordance with the following criteria:

- a. The adequacy of the existing and assured street circulation system, both within the area and the peripheral area;
- b. The availability of sewers, drainage facilities, fire protection services and facilities and other public utilities.
- c. The steepness of the topography of the various parts of the area and the suitability of the geology of the area for development.

Notwithstanding the Minimum, Very Low and Low Density housing land uses depicted on the Plan map, wherever average natural slope on a lot is 15% or more, Minimum Density Housing shall apply. In areas designated for Minimum Density Housing, the dwelling unit density shall

not exceed that allowed by the following formula; but in any case it should not be greater than one dwelling unit per acre nor less than 0.05 dwelling units per acre.

$$D = (50 - S) / 35$$

Where D = The Maximum number of dwelling units per gross acre allowable, and
S = The average natural slope of the land in percent.

- d. The compatibility of proposed developments with existing adjacent developments.
- e. The adequacy of existing and assured school and park facilities.

Use of the "cluster concept" and the Residential Planned Development District is to be considered for new residential development in hillside areas in order to preserve the natural terrain, minimize the amount of grading required and provide more recreational land and open space. However, development by conventional subdivision should not be precluded. The "cluster concept" is defined as the grouping of residential structures on the more level parts of the terrain while retaining a large area (75% to 80%) in its natural state or in a park-like setting. Density patterns indicated on the Plan map may be arranged to facilitate cluster developments provided that the total number of dwelling units indicated in any development is not increased from that depicted on the Plan map. Housing may be either single-family detached or multiple-unit attached.

Cluster developments should not be granted unless they are in conformance with the following criteria:

1. The size of the total development, including clustered and all other portions, should not be less than 15 acres.
2. Their density should be compatible with neighboring residential uses.
3. A detailed grading plan should be required showing the amount of cut and fill, within 10% accuracy, to be required upon submission of any tentative tract map or change of zone request.
4. Setback requirements of the applicable zone shall not be waived.
5. At least 15% of the open land should be usable, 5% slope or less, in general to be devoted to recreational activities.
6. Open space, park and recreational lands, whether deeded to the City or privately held as open space land, should be protected by provisions which would prohibit any future construction of nonrecreational buildings on the protected areas except housing at the Minimum Density level on privately held land.
7. Maximum density of development should be that permitted in the Low-Medium I housing category. However,

detached single-family dwellings on individual deedable lots is the preferred pattern in clustered areas.

8. Individual lots after subdivision should not be less than 12,000 square feet for attached housing and 7,500 square feet for single-family detached housing.

9. Cluster housing should be sited so as to insure safety and should conform to the guidelines developed by the Storm Damage Task Force formed in the winter of 1978 and conform to newer standards as they are developed in the future.

The designated "Endangered Ridgelines" on the map are deemed to have irreplaceable scenic value, the views of which shall remain as unobstructed as is feasible. On the top of the ridges and on the hillsides adjacent to these ridgelines, grading and density shall be severely limited and structures shall be constructed to harmonize with the ground form and with the ridge profile.

In the "Endangered Ridgeline" area located west of Topanga Canyon Boulevard and south of Ventura Boulevard, as identified on the Plan map, development shall be restricted to the low end of the Minimum Density designation (.5 units per acre). Cluster types of development shall be encouraged, but not allowed on the prominent ridgeline. It shall be restricted to the lower slopes. Grading shall be held to an absolute minimum in accordance with good grading practices.

Features:*

Housing Type	% of Acres	% of Total Area	Dwelling Unit	Population Capacity
Single-Family	11,665	71	61,189	110,317
Multiple-Family	1,060	6	5,510	69,452
	12,725	77	66,699	179,769

The proposed residential density categories and their capacities are:

Resid. Density	Dwelling Units Per Gross Acre	Persons Per Gross Acre	Gross Acres	Percent of Resid. Land	Pop. Cap.	Percent of Pop. Cap.
Minimum	.5 to 1	0 to 4	592	4.6	1,166	0.6
Very Low	1+ to 3	4 to 12	4,001	31.4	29,167	16.2
Low	3+ to 7	16 to 20	7,072	55.6	79,984	44.6
Low Med I	7+ to 12	20 to 32	199	1.6	4,444	2.5
Low Med II	12+ to 24	32 to 75	252	2.0	13,724	7.6
Medium	24+ to 40	50 to 100	568	4.5	47,184	26.2
High Med	40+ to 60	80 to 120	41	0.3	4,100	2.3
Totals			12,725	100.0	179,769	100.0

* For informational purposes only. Does not include unincorporated Los Angeles County territory.

** Gross Acreage includes streets

The 1980 population of Canoga Park-Winnetka-Woodland Hills District is approximately 134,500 persons, an increase

of 3% over the 1970 population, which was 130,700. The Plan capacity is approximately 174,900.

The Plan proposes that the Low-Density residential character of the Canoga Park-Winnetka-Woodland Hills District be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses. A number of Minimum Density housing areas are shown on the Plan map. These include undeveloped hilly areas where the natural slope generally exceeds 15% or where vehicular access is deficient and where natural drainage is a problem. Other Minimum Density housing areas are shown where there is a desire and need for estate-size properties and where higher densities would be premature to the needs of the community. The actual density of Minimum Density areas will in many cases be substantially reduced by application of the slope density formula.

Appropriate residential densities are shown on the Plan map for unincorporated sections of Los Angeles County. This land is generally located west of Valley Circle Boulevard and north of Kittridge Street. It should be considered for annexation during the life of the Plan, if existing development conforms with the Plan.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. A program is proposed to determine the best way to accomplish this. Single-family housing should be made available to all persons regardless of social, economic and ethnic backgrounds. Additional low- and moderate income housing is needed in all parts of the City.

Development on the "Beachy property," located between Shoup Street, Erwin Street, Nevada Avenue and Oxnard Street, shall not exceed a total of 760 dwelling units. (MAP NOTE NO. 5)

Residentially designated lands north of Vanowen Street and south of the flood control channel and between Topanga Canyon Boulevard and Canoga Avenue and along Topanga Canyon Boulevard north of Satcoy Street and south of Elkwood Street may have an increase in density to that associated with R3 zoning for construction of low- and moderate-income housing. Granting of such density increases to be accomplished following established City procedures insuring the entire bonus to be in low- and moderate-income housing. (MAP NOTE NO. 6)

Areas along Sherman Way, as shown on the map, may be developed as Low Medium II housing density, provided the project areas are a minimum of 30,000 square feet or incorporate all remaining properties not developed to said densities on a given block face. (MAP NOTE NO. 7)

Industry

Standards and Criteria:

Industrial lands are located on a Citywide basis without regard to the boundaries of individual communities or

districts, under the general principle that demand for industrial land is regional in scope. Where possible, Industrial uses should be concentrated in industrial parks.

Within industrial areas, the height of industrial buildings should be restricted to three stories or 45 feet.

Along the east side of Canoga Avenue between Victory Boulevard and the Ventura Freeway to the midpoint of the block between Canoga Avenue and Variel Street and in the block bounded by Owensmouth Avenue, Canoga Avenue, Victory Boulevard and Vanowen Street, the heights of buildings should be restricted to six stories or 75 feet.

Hotels shall be allowed in the M1 and M2 Zones, for properties fronting on the east side of Canoga Avenue between Victory Boulevard and the Ventura Freeway. Height of said hotels along with the number of rooms and required parking, as well as associated commercial activities and banquet facilities shall be determined by the conditional use procedure in conformance with Section 12.24 B1 (q) of the Los Angeles Municipal Code, if adopted, or by a zone change. (MAP NOTE NO. 8)

Features:

Light Industrial			
Total Acres	450		
% of Total Area	3%		
Limited Industrial		Total Industry	
Total Acres	434	Total Acres	884
% of total Area	3%	% of Total Area	6%

The Plan designates approximately 884 acres of land for industrial uses, in a broad corridor extending from Roscoe Boulevard to the Ventura Freeway between Owensmouth Avenue and De Soto Avenue. This is 6% of the District area.

To preserve this valuable land resource from the intrusion of other uses and insure development with high-quality industrial uses in keeping with the urban residential character of the District, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

Lands designated for industrial use along Canoga Avenue between Vanowen Street and Roscoe Boulevard shall be rezoned from M1 to MR1. (MAP NOTE NO. 9)

CIRCULATION

Standards and Criteria:

Highways, collector streets and local streets shown on this Plan shall be developed in accordance with standards contained in the Highways and Freeways Element of the General Plan and the Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with street capacity requirements.

Design characteristics which give streets identity, such as curves, changes in direction and topographical differences, should be emphasized by street trees, planted median strips, parkways and paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development to facilitate driver and passenger orientation and to minimize driving hazards.

Features:

The Plan incorporates and amends the Highways and Freeways Element of the General Plan. The Plan depicts a system of collector streets to direct traffic flow toward major and secondary highways. This designation would more easily permit gasoline tax funds to be used for widening at intersections, if needed, or other traffic control and safety measures.

The circulation system in industrial areas should be designed to accommodate the industrial traffic and to discourage disturbance to residential areas.

The Plan designates several bikeways which are consistent with the adopted Bicycle Plan. Some of these routes connect with bicycle routes in other areas of the City in order to provide a network to facilitate use of this mode of transportation and recreation.

A future rapid transit stop site is located at the intersection of Oxnard Street and Owensmouth Avenue, with a 1,300-foot radius service area indicated. More intensive development equal to Height District 2 shall be permitted within the service area upon completion of the mass transit line and station. (MAP NOTE NO. 10)

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan should be developed in accordance with the standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards). Such development should be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element of the General Plan.

The Plan proposes two standard types of local parks:

Neighborhood Parks -
minimum site size 5 acres, service radius 1 mile; and

Community Parks -
minimum site size 15 acres, service radius 3 miles.

At times it will be necessary for portions of recreation sites to be used for public rights-of-way and easements.

Features:

Total Acres	1,862	% of Total Area	11%
Open Space			

The Public Schools Element of the General Plan indicates that existing community college, high schools, junior high schools and elementary schools are adequate to serve general District needs.

Child-care centers should be located near schools or employment in order to accommodate the needs of working parents.

Seven new parks are proposed. In some cases it may be necessary to modify their site areas or other standards due to practical considerations of access, e.g., crossing major highways. The proposed parks are listed in priority order, but it is not intended that this should prevent acquisition in lower priority areas if they should become available first. The general locations are:

- 1a. Ingomar Street and Woodlake Avenue.
- b. Canoga Avenue and Sherman Way
- 2a. Corbin Avenue and Victory Boulevard.
- b. Hillside areas bounded by the Ventura Freeway, Mulholland Highway and Topanga Canyon Boulevard.
3. Oxnard Street and De Soto Avenue.
4. Burbank Boulevard. west of Valley Circle Boulevard.
5. Canoga Avenue and Dumitz Road.

These proposed community parks still do not fulfill a minimum level of recreation service for the District. Additional park sites are necessary to supply an adequate level of service.

The Plan proposes, with the consent of the Los Angeles Board of Education, use of school facilities for the general public after hours and on weekends. Where practical and compatible with primary use, school grounds should be landscaped and improved to facilitate after-hour recreational use. Elementary School recreational facilities would most likely be used by neighborhood children of both elementary and preschool ages. The more extensive facilities of junior and senior high schools can be used by all age groups, including the use of school auditoriums for community meetings.

The Plan endorses a cultural center in Warner Park, with substantial open space and landscaping incorporated into the design.

The Plan proposes the landscaping and utilization of flood control and power line rights-of-way for open space purposes and/or hiking, bicycle and equestrian trails where appropriate.

The area along the stream bed paralleling Mulholland Drive and south of the Ventura Freeway, including all large oak trees, should be dedicated to encourage passive recreation uses upon development of adjacent properties under the same ownership. (MAP NOTE NO. 11)

Open space is to be dedicated or maintained as open space along Valley Circle Boulevard and Mulholland Drive pursuant to tentative subdivision tracts which are approved but not recorded. (MAP NOTE NO. 12)

Programs

These programs establish a framework for guiding development of the Canoga Park-Winnetka-Woodland Hills District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should be initiated as soon as possible following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

It is emphasized that those implementation programs which require the use of public funds for capital improvements will occur only when the funds are available. The Plan suggests the areas in which revenues, when available, should be spent.

PUBLIC IMPROVEMENTS

Circulation

To facilitate local traffic circulation, relieve congestion and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing programs.
2. Continued planning and improvements to the public transportation system for the District.
3. The planning of bike ways.

Recreation. Parks and Open Space

Expansion and improvement of needed local parks throughout the District should be accelerated, where feasible.

The City should encourage continuing efforts by County, State and Federal agencies to acquire appropriate vacant lands for publicly owned open space.

Any Board of Education or other public lands proposed for sale shall be considered for acquisition by the City of Los Angeles for public use as it becomes available. The suitability of parcels of less than 1 acre shall be considered on a case-by-case basis.

Other Public Facilities

Where feasible, new power lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.

PRIVATE PARTICIPATION

Citizen groups should undertake private actions for community improvement such as:

- A. Initiation by property owners, particularly in the areas along Sherman Way and Ventura Boulevard, of programs

to increase offstreet parking facilities serving adjacent shopping areas.

B. Promoting street tree planting programs within the publicly owned parkways in commercial areas.

C. Sponsoring clean-up and beautification programs to improve the general environment. This should include promotion of a landscaping program along railroad rights-of-way.

PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being revised and amended. The following studies for amendments are suggested to aid implementation of the Plan.

A. Townhouse Zoning: A new zone to provide for attractive single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.

B. Buffer Strip Zoning: Separation of incompatible uses, particularly residential from industrial and freeways by some form of buffering, preferably of a type which could also serve for recreation, parking or other purposes.

C. Vertical Zoning: Provision for residential use of the upper floors of high-rise structures or other appropriate combinations of uses.

D. Annexations: Straightening of the City boundary and annexation of unincorporated islands and fringe areas which could most appropriately be planned and developed as part of the City.

E. Cluster Open Space Maintenance: Legislation providing for the permanent maintenance of open spaces in cluster developments by the City, other public agencies, developers or subsequent owners. The study conducted for this legislation should consider whether a maintenance requirement should be mandatory and the advantages and disadvantages of having it enacted at the local level as opposed to the state level.

F. Open Space Tax Relief: Inclusion in the City's Annual Legislative Program, submitted to the State Legislature, of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.

G. Open Space Acquisition: Establishment of a right of first refusal by the City to purchase privately owned recreational facilities, including golf courses and other privately owned open spaces for continued recreational and open space use.

H. Specific design criteria to preserve existing ridgelines similar to the criteria in the Thousand Oaks Ridgelines Study of 1978.

ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

A. The City can initiate redesignation to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code may apply for the various zones proposed by the Plan as a proven need arises, phased so that the density and intensity of development will be kept in balance with the availability of street and service system capacities.

Initial zone redesignation should include all changes necessary to maintain the existing density in several mature residential areas. These changes are necessary to preserve the lower density quality of these areas, to establish a framework for guiding development in a manner consistent with the objectives of the Plan and to preserve a viable supply of housing for lower-income families in proximity to commerce, public services and public transportation.

SOCIAL PROGRAMS

Public and private agencies or organizations should continue to seek methods and programs to improve the social welfare of the District, such as:

1. Increase the amount of housing available to low- and moderate-income residents, including senior citizens. and
2. Provide additional day-care facilities for preschool and schoolage children of low/moderate-income families.

FUTURE STUDIES

Canoga Park Specific Plan/Redevelopment Plan

The Canoga Park Business District, along Sherman Way between Shoup Avenue and a block east of De Soto Avenue, has not kept pace with the remainder of the Plan area. The development of several nearby shopping centers has diverted away retail business which might otherwise have gone to that district. Likewise, office development has occurred in other areas in Warner Center and along Ventura Boulevard. In order to promote the revitalization, and redevelopment of the Canoga Park Business District, the District Plan authorizes the development of a Specific Plan or a Redevelopment Plan for the district.

The following policies are hereby established to guide the development of the Specific Plan.

1. Boundaries: The Plan area shall include all properties designated for commercial development on the District Plan and adjacent properties designated for industrial and medium residential development generally along Sherman

Way between Shoup Avenue and one block east of De Soto Avenue.

2. **Aesthetics and Design:** In order to improve the visual environment of the Canoga Park Business District, the following measures shall be considered for inclusion in the Plan: sign controls, design review, landscaping requirements, the undergrounding of utilities, setbacks and buffering between commercial and residential uses.

3. **Revitalization:** To encourage the introduction of new businesses into the business district, the expansion of existing ones and the facilitating of access to them, the following programs shall be considered for inclusion in the Plan: the use of UDAG, Community Development and Small Business Administration grant and loan programs and industrial development bonds for rehabilitation and new construction, parking requirements and programs, street improvements and construction of a mass transit line and station.

Warner Center Specific Plan

In accordance with the Concept of the Los Angeles General Plan, Warner Center is the designated Center in the Canoga Park-Winnetka-Woodland Hills District. As such, it is intended to contain "a high intensity of varied urban activities: residential, commercial, cultural, recreational and appropriate industrial uses", linked to other Centers by rapid transit. The Specific Plan for the Warner Center was adopted in 1971. Mixed residential, commercial retail and office land use is to be encouraged.

The Specific Plan is concerned primarily with vehicular and pedestrian circulation. Since 1971, the Center and areas surrounding it have been continually developing and certain needs have become better defined. For that reason, this District Plan recommends that the Specific Plan be restudied and possibly revised. Its existing provisions should be re-evaluated in order to carry out the provisions of the District Plan. The following policies are hereby established for inclusion in a revision of the Specific Plan:

1. **Boundaries:** So that development may be controlled in a more comprehensive manner, consideration should be given to expanding the boundaries of the Specific Plan: on the north, to Vanowen Street and Victory Boulevard; on the east, De Soto and Canoga Avenues, on the south, the Ventura Freeway, and on the west, Topanga Canyon Boulevard.

2. **Floor area ratio:** Within the expanded boundaries of Warner Center, the Plan should permit a ratio of floor area to lot area of 3 : 1 .

3. **Height Limit:** Within the Core Area of Warner Center, unlimited height should be permitted. The Core Area shall be bounded by Canoga Avenue on the east, by Califa Street on the south, by Topanga Canyon Boulevard on the west and by Victory Boulevard west of Owensmouth Avenue and Erwin Street east of Owensmouth Avenue on the north. Within the remainder of Warner Center, buildings

should be a maximum of 11 stories in height, except for those areas designated for a lower limit on the Plan map. Alternatively, consideration should be given to providing a graduated decrease in heights from the core area to the boundaries of the Center.

4. **Public Transportation:** At any time that the overall density of development within the Warner Center as defined in Item No. 2 achieves a floor area ratio of 1:1, any new development shall be contingent upon the existence of an adequate level of multimodal public and private transportation. The adequacy of such a transportation system shall be determined by the General Manager of the Department of Transportation and the Director of Planning.

Alternatively, consideration should be given to tying the density of development in Warner Center to traffic improvements similar to those suggested in the Century City Specific Plan and those suggested by the recently enacted moratorium on certain commercial and industrial development in the Westchester area under CPC 83-486. Consideration should also be given to ensuring that future planning decisions regarding the density of development be coordinated and consistent with the SCAG Regional Transportation Plan for the San Fernando Valley.

5. **Off-Street Parking:** In the absence of adequate public transit, as determined above, any future development shall be required to observe the following off-street parking standards:

Multiple-residential dwellings: two spaces per dwelling of three or fewer habitable rooms and one-half additional space for each additional habitable room per dwelling. Office commercial: one space per 300 square feet of gross floor area. Retail Commercial: one space per 300 square feet of gross floor area. Medical office commercial: one space per 125 square feet of gross floor area. Hotels: As required by L.A.M.C. Section 12.21 A.4.b. Industry: As required by L.A.M.C. Section 12.21A.4.c.

6. Other provisions should also be evaluated for inclusion in a revision of the Specific Plan, including: The possible establishment of a design review committee; design criteria beyond those already established, including the design of rapid transit facilities and their relation to proposed land uses; landscape maintenance criteria; the transfer of development rights, lighting criteria and the like.

Warner Ridge Specific Plan

Much controversy has centered around the issue of now Warner Ridge (more commonly known as Parcel 306) should be developed. The two major alternatives were condominiums at Low Medium density or single-family homes at Very Low density. Because the alternative of condominiums encountered strong community opposition and the other alternative of single-family homes was not economically feasible, an alternative of commercial development with high-quality office buildings emerged as a means of resolving the impasse. This alternative would result in an office complex with extensive landscaping similar to nearby developments in Warner Center and

having heavy emphasis on minimizing adverse impacts on neighboring Pierce College farm activities. The Plan authorizes the development of a Specific Plan for Warner Ridge to provide for the development of the site with office commercial uses.

The following policies are hereby established to guide development of the Specific Plan.

1. **Boundaries:** The Specific Plan shall apply to the property on the east side of De Soto Avenue north of Oxnard Street and west of Pierce College.
2. **Design and Compatibility:** In order to insure that new development is attractive, compatible with Pierce College and adequately accommodates the traffic it will generate, the following measures shall be considered for inclusion in the Specific Plan: sign controls, design standards, landscaping requirements, the undergrounding of utilities, height and bulk regulations, setbacks, buffering between the development and Pierce College, parking and access road requirements and overall building heights and floor area.
3. **Citizen's Review:** To insure community acceptability of the final project proposal, a citizen's advisory committee will be formed and, in part, shall have members representing Pierce College and the Friends of Pierce College.

Woodland Hills Specific Plan

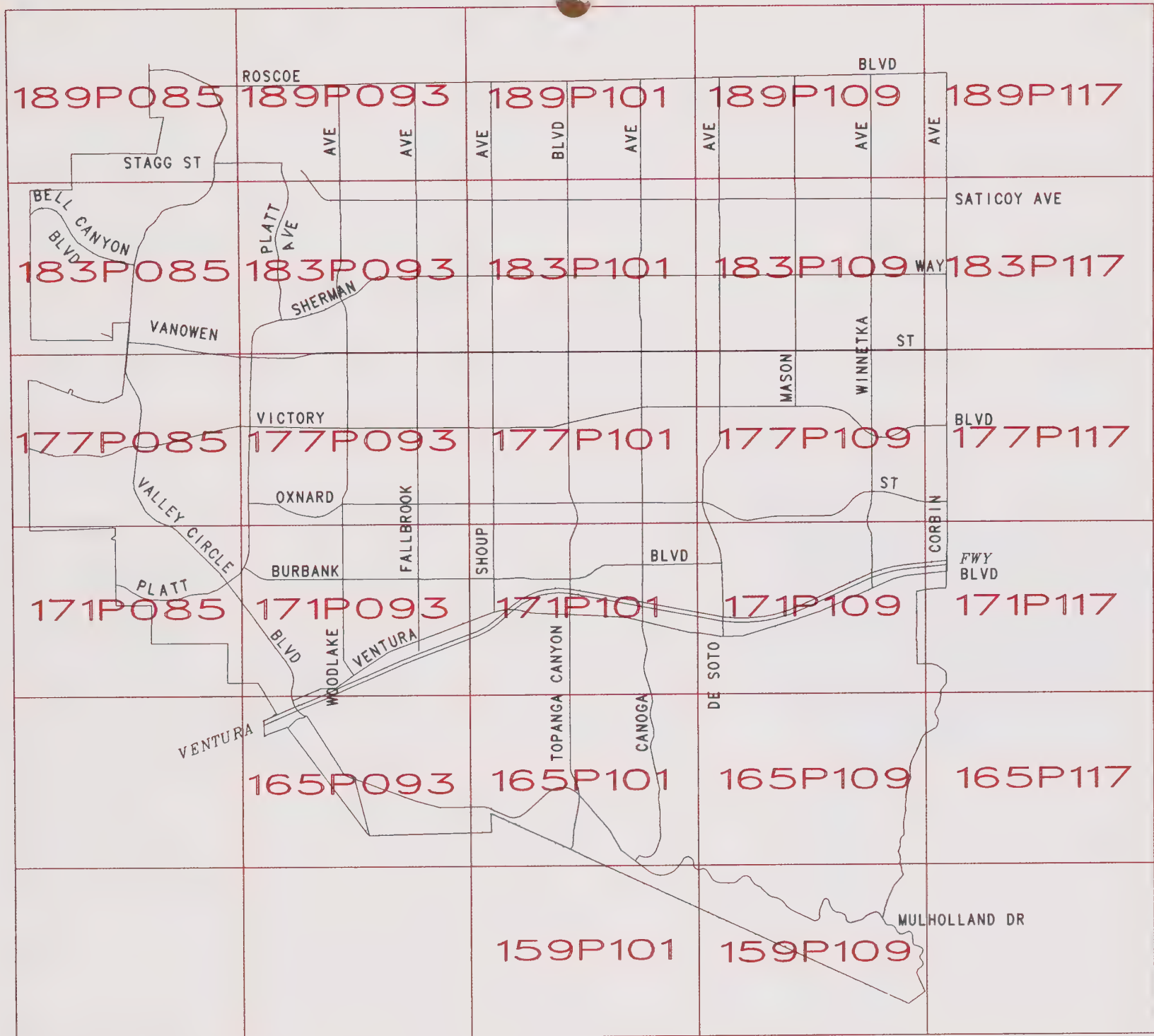
Recently, Woodland Hills has experienced pressure for high-rise office building development similar to that in Encino. Such development is likely to create problems of traffic congestion, parking on adjacent residential side streets, development incompatible with adjacent residences, obstruction of views, adverse visual effects and other problems inimical to the public health and safety. In addition, the appearance of existing development needs improvement. In order to protect the existing high-quality residences south of Ventura Boulevard, insure compatibility between future commercial development and street system capacity and improve the visual environment of the Woodland Hills Business District, the District Plan authorizes the development of a Specific Plan for the Woodland Hills Business District.

The following policies are hereby established to guide development of the Specific Plan.

1. **Boundaries:** The Specific Plan area shall include all properties designated as commercial on the District Plan map along both sides of Ventura Boulevard in Woodland Hills.
2. **Compatibility.** Compatibility shall be insured between future commercial development and street system capacity. In order to accomplish this, the following measures shall be considered for inclusion in the Woodland Hills Specific Plan: floor area limits, setbacks, limitations on lot coverage, landscape buffering between

commercial and residential development and increased parking requirements.

3. **Aesthetics and Design:** In order to improve the visual environment of the Woodland Hills Business District and insure compatibility with adjacent residential areas, the following measures shall be considered for inclusion in the Specific Plan: sign controls, design review, landscaping requirements and the undergrounding of utilities.



CANOGA PARK-WINNETKA-WOODLAND HILLS
INDEX MAP



COUNTY OF
LOS ANGELES

VALLEY CIRCLE BLVD

CHATSWORTH-
PORTER RANCH
PLAN

ROSCOE
BLVD

HORSEKEEPING AREAS

STAGG

RPI
X
INGOMAR

ST

ST

SEE MAP 189P093

SEE MAP 189P085



SEE MAP 189P101

CHATSWORTH - PORTER RANCH PLAN

S
P
R
R

BLVD

ROSCOE

AVE

AVE

BLVD

AVE

AVE

AVE

CANTARA

ST

STRATHERN

INGOMAR

ST

NITA

ELKWOOD

ST

CANYON

TOPANGA

OWENSMOUTH

CANOCA

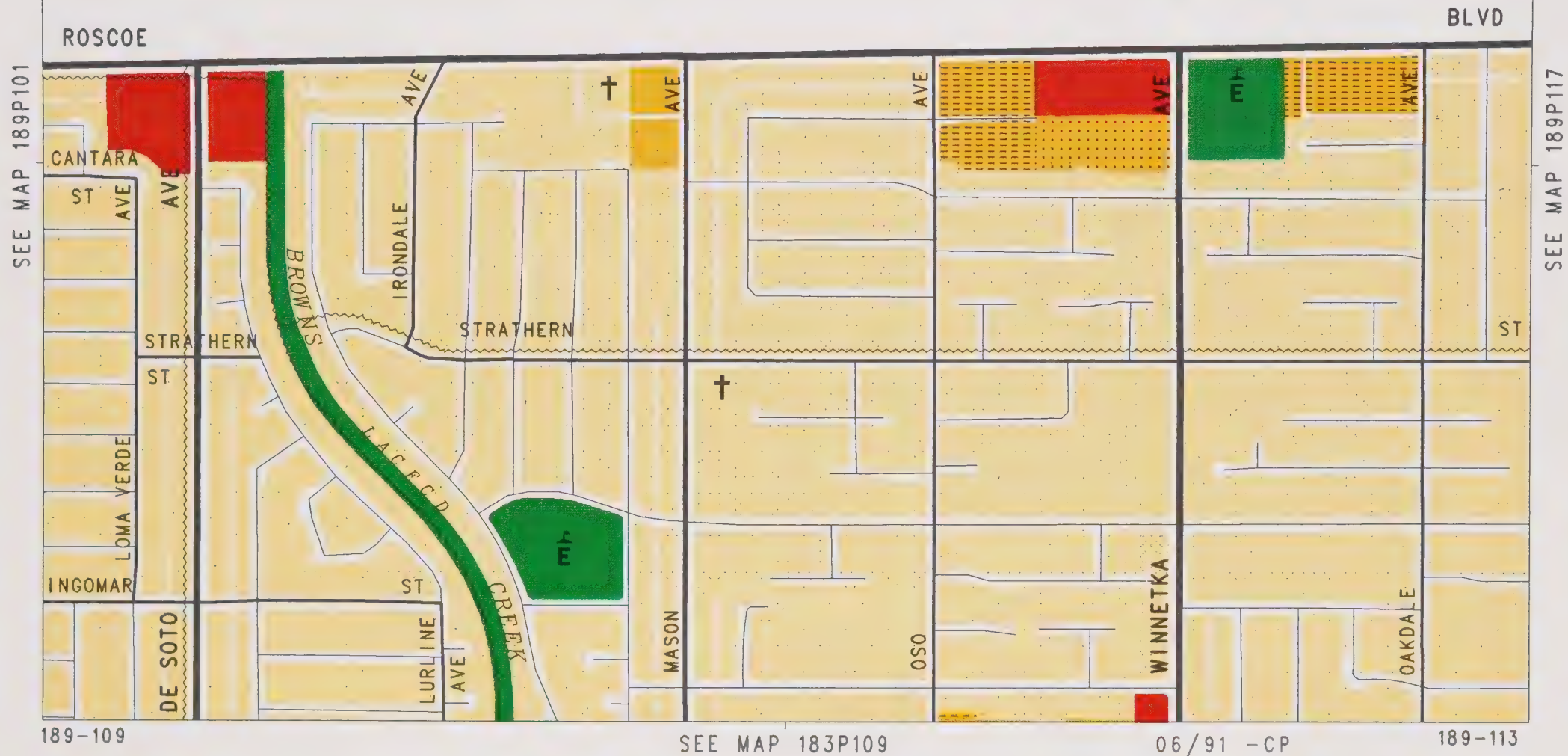
DEERING

INGOMAR

ST

VARIEL

CHATSWORTH - PORTER RANCH
PLAN



SEE MAP 189P109

ROSCOE BLVD

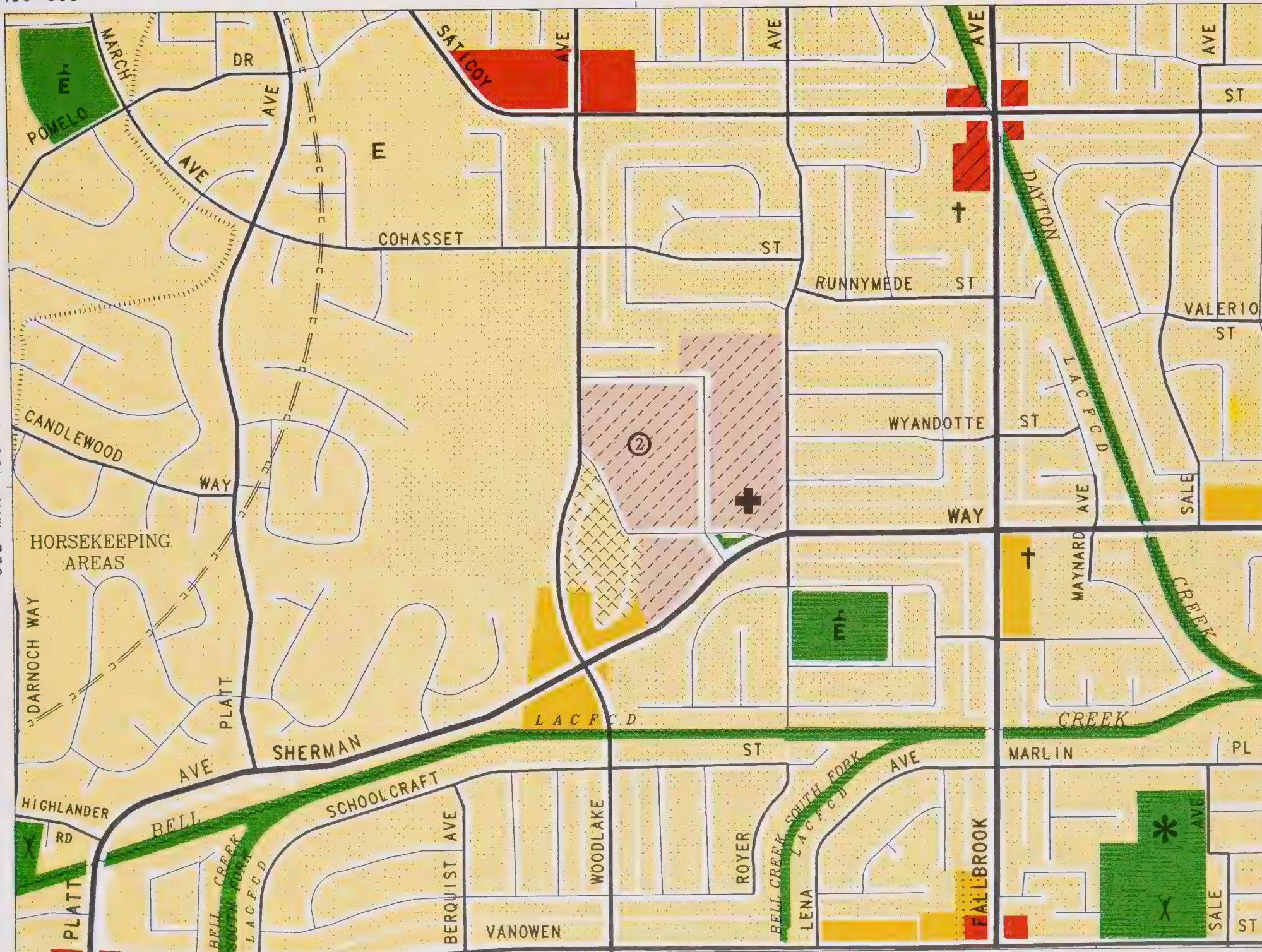
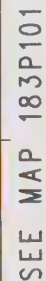
AVE

STRATHERN ST

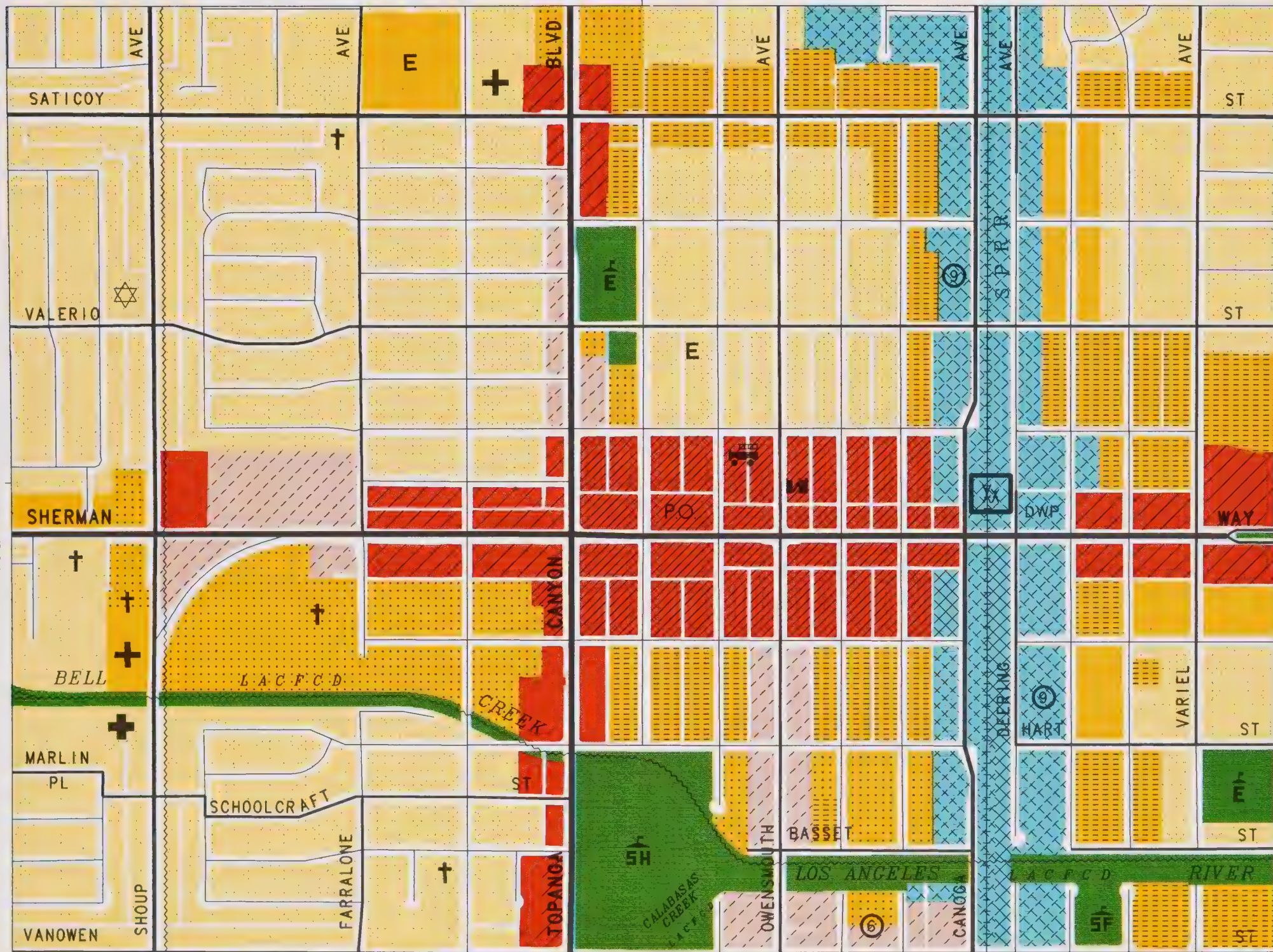
CORBIN

RESEDA -
WEST VAN NUYS
PLAN

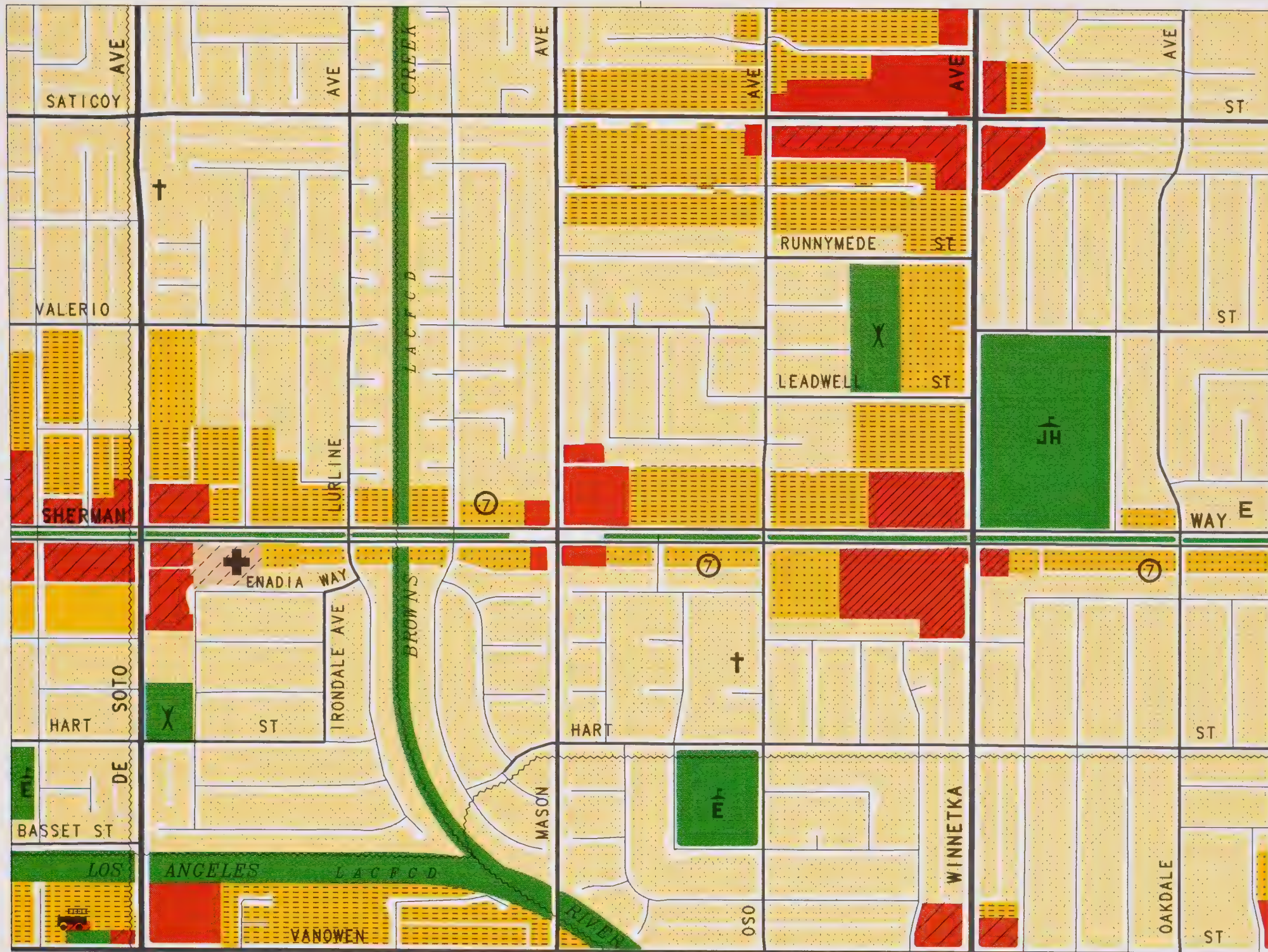




SEE MAP 183P093



SEE MAP 183P109



SEE MAP 183P109

AVE

SATICOY ST

VALERIO ST

SHERMAN WAY

HART ST

CORBIN

VANOWEN ST

RESEDA -
WEST VAN NUYS
PLAN

COUNTY OF
LOS ANGELES

COUNTY
OF
VENTURA

SEE MAP 177P093

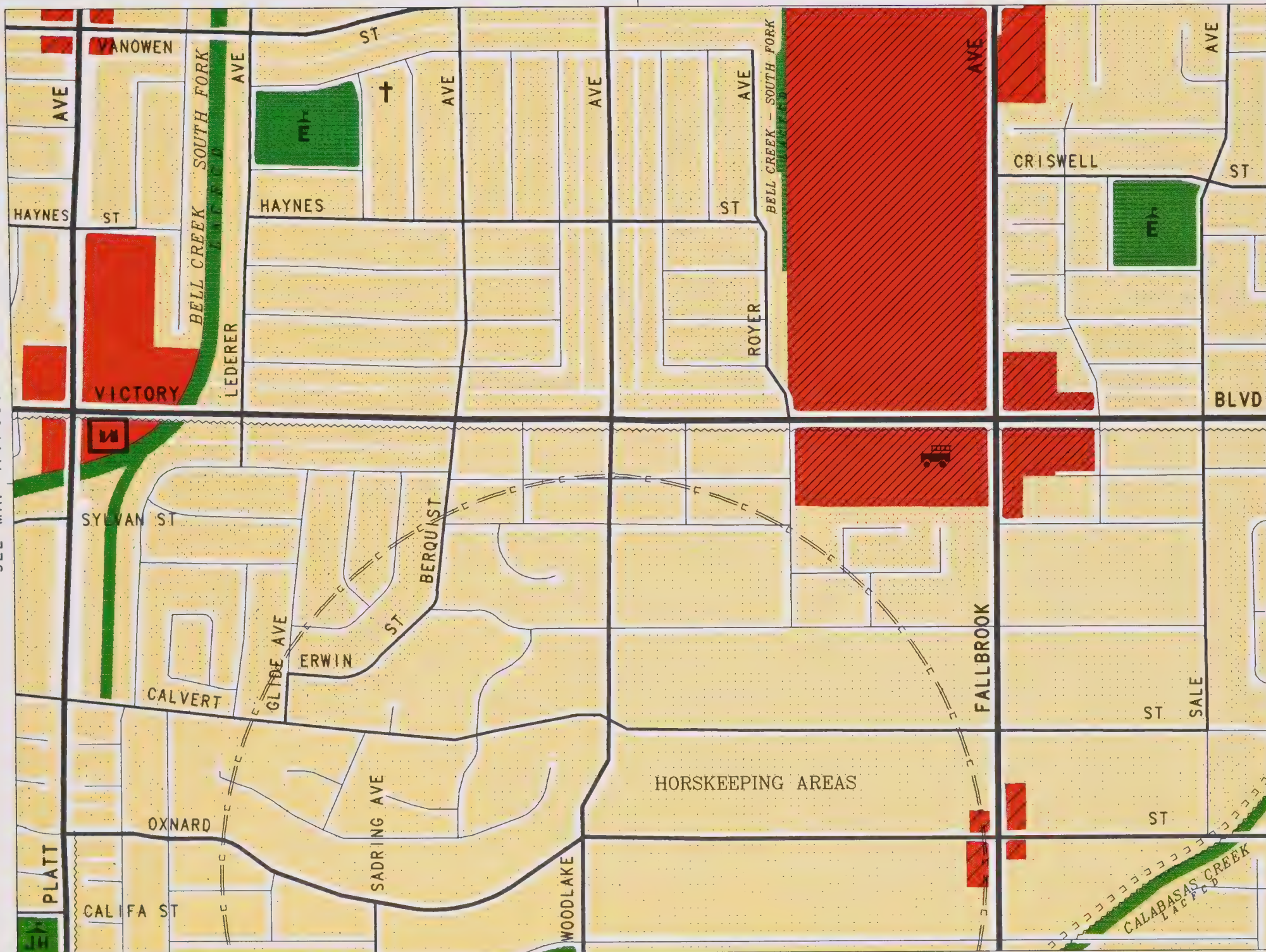
180-093

SEE MAP 183P093

177P093

180-097

SEE MAP 177P085



177-093

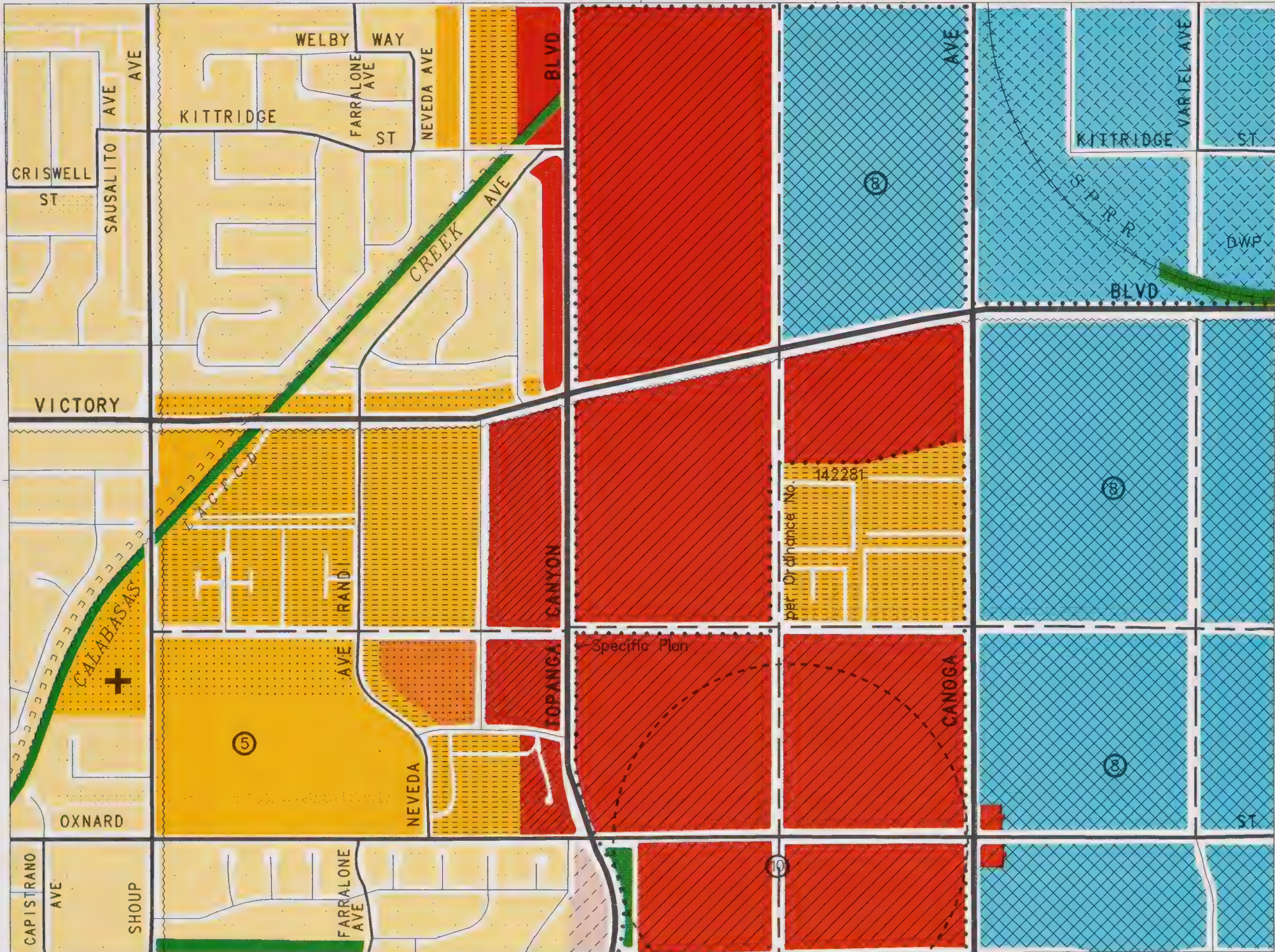
SEE MAP 171P093

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177-097

SEE MAP 177P101

SEE MAP 177P093



SEE MAP 177P109



SEE MAP 177P101

SEE MAP 177P117

AVE

ARCHWOOD ST

LOS ANGELES RIVER
L A C F C D

HAMLIN ST

RESEDA -
WEST VAN NUYS
PLAN

VICTORY BLVD

S P R R
TOPHAM ST

CALVERT ST

CORBIN

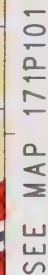
OXNARD ST

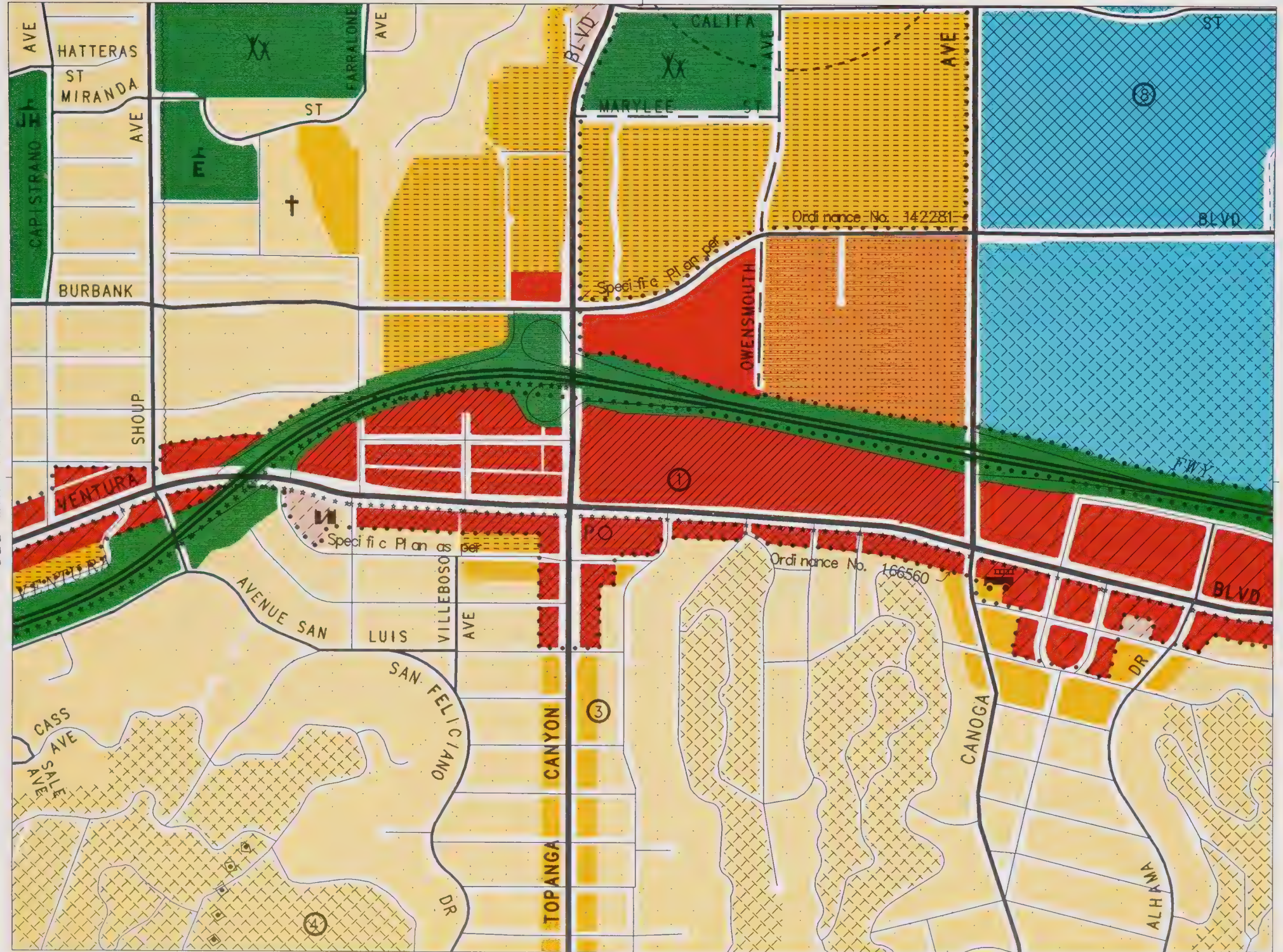
ENCINO - TARZANA
PLAN

CITY OF
HIDDEN HILLS

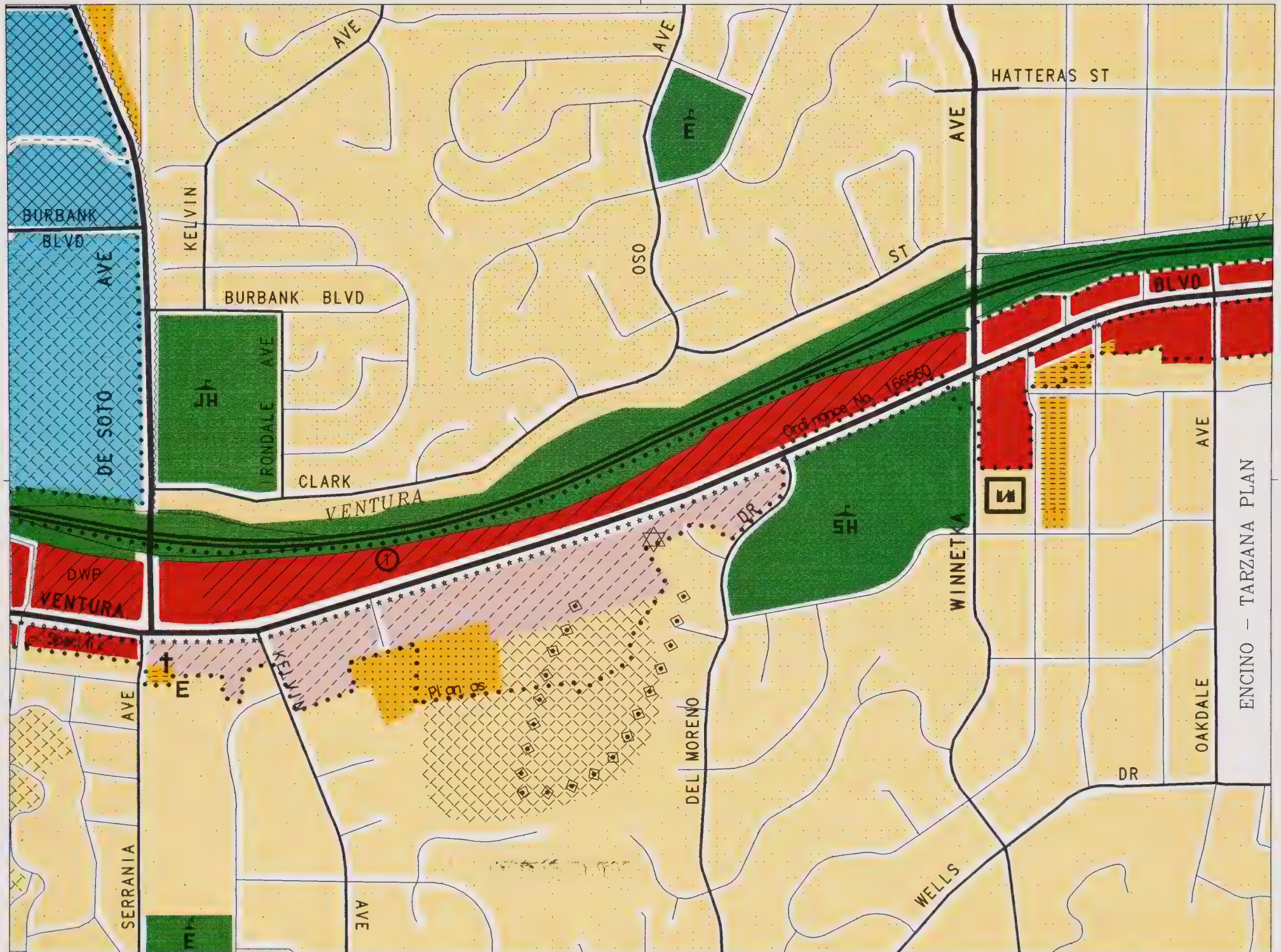


SEE MAP 171P093





SEE MAP 171P101



SEE MAP 171P117

AVE

CORBIN

VENTURA FWY

VENTURA BLVD

Specific Plan as per
Ordinance No. 166560

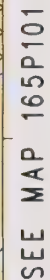
ENCINO - TARZANA
PLAN

SEE MAP 171P109

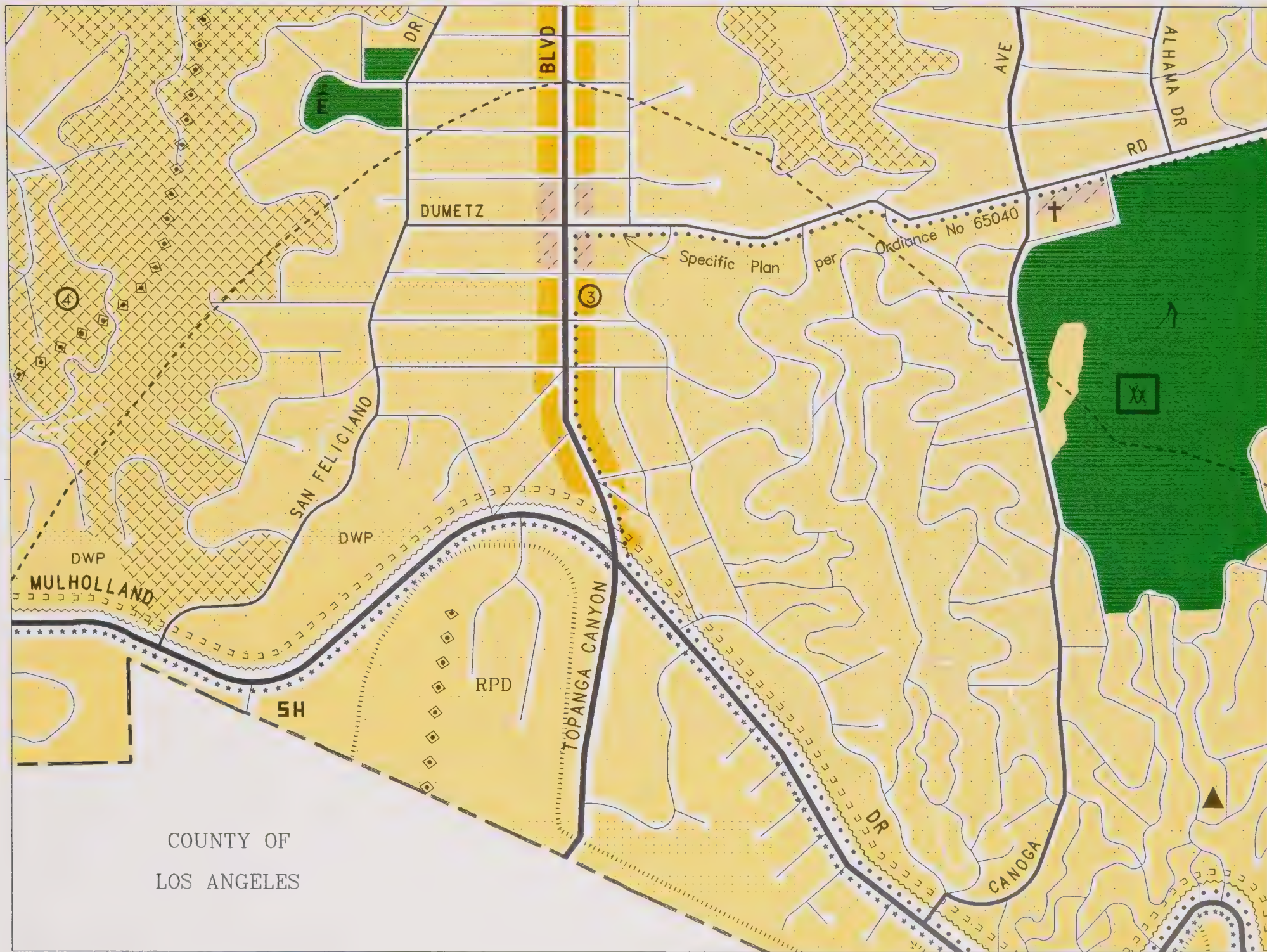
WELLS

DR

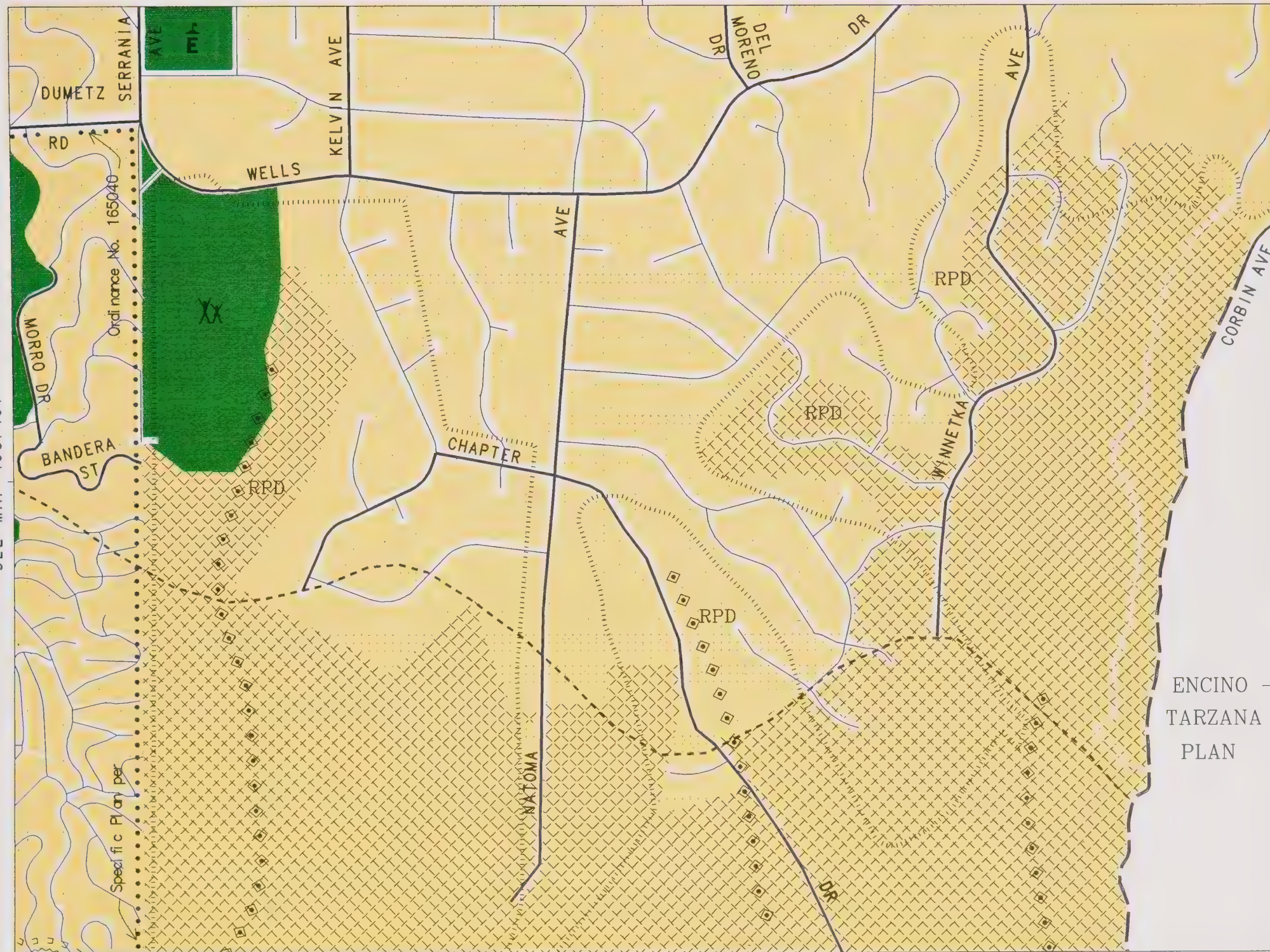
CORBIN AVE



SEE MAP 165P093



SEE MAP 165P109



SEE MAP 165P101

SEE MAP 165P117

ENCINO - TARZANA
PLAN

AVE

CORBIN

SEE MAP 165P109

COUNTY OF
LOS ANGELES

MULHOLLAND
Specific Plan per Ordinance No 165040

DR



SEE MAP 159P101

- Footnotes:
1.

Ventura Boulevard height limit adjustment. (See Plan text Commerce Standards and Criteria)
2.

Medical center expansion - Canoga Park.
3.

Residential height limits - Woodland Hills. (See Plan text Housing Standards and Criteria)
4.

Endangered ridgelines - Woodland Hills. (See Plan text Housing Standards and Criteria)
5.

Development limit - Beachy property. (see Plan text Housing Features)
6.

Residential density bonuses - Canoga Park. (See Plan text Housing Features)
7.

Multi-family housing expansion - Sherman Way. (See Plan text Housing Features)
8.

Warner Center industrial height limit, hotel authorization. (See Plan Text Industry Standards and Criteria)
9.

Industrial zoning - Canoga Avenue. (See Plan text Industry Features)
10.

Rapid transit station and land use intensity - Warner Center. (See Plan text Circulation Features)
11.

Open space dedication-stream bed - Woodland Hills. (See Plan text Service Systems Features)
12.

Open space dedications - Valley Circle Boulevard. (See Plan text Service Systems Features)
13.

Recreational use - School Sites. (See Plan text Recreation, Parks and Open Space)
14.

When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
15.

Gateway to the City: The most westerly portion of the Ventura Freeway, west of Valley Circle Boulevard-Mulholland Drive, is seen as a "Gateway to the City". In order to promote a focus of activities and a special visual effect, areas north and south of the freeway section have been designated for specialized functions. No exact physical boundary is meant to be implied, for it is proposed that the City Planning Commission and the City Council decide the limits and establish the necessary controls (possibly through the specific plan procedure, which would entail a precise development plan or a precise development plan initiated by property owners within the "Gateway to the City" area) in reviewing specific development proposals submitted by the involved property owners. Such plans should include all properties on Long Valley Road at the entrance to the City of Hidden Hills and involve surrounding citizen participation. Restricted tourist-oriented commercial shops, garden offices, restaurants and limited multiple-residential uses are encouraged. The height should be limited to three stories.
16.

Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
17.

Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L A M C) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the L A M C subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
<div><div></div><div>MINIMUM</div></div>	AI,A2,RE40	<div><div></div><div>LOW MEDIUM I</div></div>	R2,RD5,RD4,RD3
<div><div></div><div>VERY LOW</div></div>	RE20,RA,RE15,RE11	<div><div></div><div>LOW MEDIUM II</div></div>	RD2,RD1.5
<div><div></div><div>LOW</div></div>	RE9,RS,R1,RD6	<div><div></div><div>MEDIUM</div></div>	R3
		<div><div></div><div>HIGH MEDIUM</div></div>	R4

COMMERCIAL

<div><div></div><div>LIMITED</div></div>	CR,C1,C1.5,P
<div><div></div><div>HIGHWAY ORIENTED</div></div>	CR,C1,C1.5,C2,P
<div><div></div><div>NEIGHBORHOOD AND OFFICE</div></div>	CR,C1,C1.5,C4,P
<div><div></div><div>COMMUNITY</div></div>	CR,C1,C1.5,C2,C4,P,PB
<div><div></div><div>REGIONAL CENTER</div></div>	CR,C1.5,C2,C4,P,PB

INDUSTRIAL

<div><div></div><div>LIMITED</div></div>	M1,MR1,P
<div><div></div><div>LIGHT</div></div>	M2,MR2,P

OPEN SPACE,PUBLIC/
QUASI-PUBLIC

<div><div></div><div>OPEN SPACE¹⁴</div></div>
--

CIRCULATION

<div><div></div><div>Freeway</div></div>	
<div><div></div><div>Scenic Freeway</div></div>	
<div><div></div><div>Scenic Major Highway</div></div>	
<div><div></div><div>Divided Major Highway</div></div>	
<div><div></div><div>Major Highway</div></div>	
<div><div></div><div>Secondary Highway</div></div>	
<div><div></div><div>Special Collector Street</div></div>	
<div><div></div><div>Collector Street</div></div>	
<div><div></div><div>Local Street</div></div>	
<div><div></div><div>Railroad</div></div>	
<div><div></div><div>Equestrian Trail</div></div>	
<div><div></div><div>Bikeway</div></div>	

SPECIAL BOUNDARY

<div><div></div><div>Specific Plan</div></div>	
<div><div></div><div>Residential Planned Development</div></div>	
<div><div></div><div>Endangered Ridgeline</div></div>	

ADMINISTRATIVE
BOUNDARY

<div><div></div><div>Community Boundary</div></div>	
<div><div></div><div>City Boundary</div></div>	

SERVICE SYSTEMS

SCHOOL SITES

<div><div></div><div>Public Elementary School</div></div>	
<div><div></div><div>Public Junior High</div></div>	
<div><div></div><div>Public Senior High</div></div>	
<div><div></div><div>Community College</div></div>	
<div><div></div><div>Special School Facility</div></div>	
<div><div></div><div>Private School</div></div>	

RECREATIONAL SITES

<div><div></div><div>Neighborhood Park</div></div>	
<div><div></div><div>Community Park</div></div>	
<div><div></div><div>Golf Course – Private</div></div>	

OTHER FACILITIES

<div><div></div><div>Fire Station</div></div>	
<div><div></div><div>Community Library</div></div>	
<div><div></div><div>Post Office</div></div>	
<div><div></div><div>Cultural/Historical Site</div></div>	
<div><div></div><div>Scenic View Site</div></div>	
<div><div></div><div>Horticultural Center</div></div>	
<div><div></div><div>Health Center</div></div>	
<div><div></div><div>Water & Power Property</div></div>	
<div><div></div><div>Convalescent Hospital</div></div>	
<div><div></div><div>Church or Synagogue</div></div>	

NOTES:

<div><div></div><div>Proposed</div></div>	
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SCALE: 1 in = 800 ft



SUMMARY OF LAND USE

LAND USE

DENSITY	DWELLING UNITS PER GROSS ACRE	CORRESPONDING ZONES
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RESIDENTIAL

Minimum	0.5 to 1	A1, A2, RE40	Single Family Residential		TOTAL RESIDENTIAL	
			Total Acres	11,665	Total Acres	12,725
Very Low	1+ to 3	RE11, RE15, RA, RE20	% of Total Area	71	% of Total Area	77
Low	3+ to 7	R1, RD6, RS, RE9	Dwelling Unit Capacity	61,189	Dwelling Unit Capacity	66,699
			Population Capacity	110,317	Population Capacity	179,769
Low Medium I	7+ to 12	R2, RD3, RD4, RD5				
Low Medium II	12+ to 24	RD1.5, RD2	Multiple Family Residential			
			Total Acres	1,060		
Medium	24+ to 40	R3	% of Total Area	6		
			Dwelling Unit Capacity	5,510		
High Medium	40+ to 60	R4	Population Capacity	69,452		

COMMERCIAL

Limited		CR, C1, C1.5, P	Limited			
			Total Acres	113		
			% of Total Area	1		
Highway Oriented		CR, C1, C1.5, C2, P	Highway Oriented			
			Total Acres	233		
			% of Total Area	1		
Neighborhood and Office		CR, C1, C1.5, C4, P	Neighborhood and Office		TOTAL COMMERCIAL	
			Total Acres	309	Total Acres	1,102
			% of Total Area	2	% of Total Area	6
Community		CR, C1, C1.5, C2, C4, P, PB	Community			
			Total Acres	217		
			% of Total Area	1		
Regional Center		CR, C1.5, C2, C4, P, PB	Regional Center			
			Total Acres	230		
			% of Total Area	1		

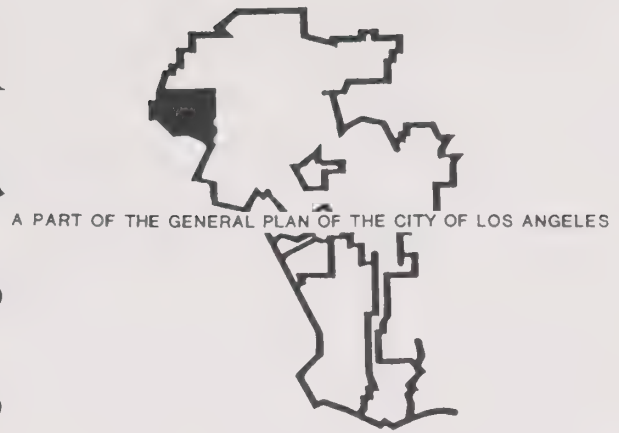
INDUSTRIAL

Limited		MR1, M1, P	Limited		TOTAL INDUSTRIAL	
			Total Acres	434	Total Acres	884
			% of Total Area	3	% of Total Area	6
Light		MR2, M2, P	Light			
			Total Acres	450		
			% of Total Area	3		

OPEN SPACE

Open Space					TOTAL OPEN SPACE	
					Total Acres	1,862
					% of Total Area	11
					TOTAL ACRES	16,573
					% OF TOTAL ACRES	100

Canoga Park Winnetka Woodland Hills West Hills Plans



B. Ventura - Cahuenga Boulevard Corridor Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN
ORDINANCE 166,560
EFFECTIVE FEBRUARY 16, 1991

SUMMARY OF PROVISIONS

Rationale for Specific Plan:

"Whereas, The Ventura/Cahuenga Boulevard Corridor is experiencing serious traffic, transportation, and density problems, which in a number of locations are classified as unacceptable, and new development in the Corridor is developing beyond the capacity of the transportation infrastructure..."

Geographic Area:

The Specific Plan covers Ventura/Cahuenga Boulevard from Leonora Drive in Woodland Hills at the western end of the corridor to Woodrow Wilson Drive in Studio City at the east end. The plan also covers portions of Laurel Canyon, Coldwater Canyon, Woodman, Van Nuys, Sepulveda, Etiwanda, Reseda, and Topanga Canyon Boulevards intersecting the Ventura/Cahuenga corridor.

Affected Communities:

The Specific Plan is divided into 5 communities. From east to west they are:

- Studio City
- Sherman Oaks
- Encino
- Tarzana
- Woodland Hills

Plan Designations:

The Specific Plan divides development into 3 plan designation categories:

- Regional Commercial
- Community Commercial
- Neighborhood/Office Commercial

Pedestrian Oriented Areas:

The Specific Plan establishes a Pedestrian Oriented Area (POA) in each of the 5 plan communities.

- POA's are required in most areas designated as Regional Commercial and Community Commercial.
- POA's restrict ground floor uses to retail or Pedestrian Oriented uses only.
- In POA's the owner must covenant and agree to permanent place retail or pedestrian oriented uses at the ground level.
- The plan identifies 29 uses as Pedestrian Oriented; others must be approved by the Zoning Administrator.

- Ground floor Pedestrian Oriented Uses in Pedestrian Oriented Areas are exempt from trip fees.

Relation to the Los Angeles Municipal Code:

The Specific Plan sets forth regulations which complement the planning and zoning provisions of the Los Angeles Municipal Code (LAMC). If the Specific Plan's provisions differ than those of LAMC, then the Specific Plan shall prevail.

Definitions:

The Specific Plan defines the following:

- Applicant
- Buildable Area
- City Building Cost Index
- Convenience Market
- Director
- District Plan(s)
- Floor Area Ratio
- Gross Floor Area
- Ground Floor
- Height
- Level of Service
- Mixed-Use Development
- Net New Trips
- Net Leasable Square Feet
- Peak Hour
- Pedestrian Oriented Area
- Pedestrian Serving Uses
- Phasing Program
- Portable Sign
- P.M. Peak Hour
- Project
- Project Impact Assessment Fee
- Shopping Center
- Significant Transportation Impact
- Supermarket
- Transportation Demand Management
- Traffic Assessment
- Traffic Study
- Trip

Project Approval Process:

Except for minor exceptions, no building permit, sign permit, grading permit, or foundation permit shall be issued unless an Applicant complies with the Specific Plan. Applications must be approved by the:

- Department of Transportation. The owner must sign and record a Covenant and Agreement acknowledging the transportation requirements of the Specific Plan, as well as conditions imposed by Transportation.
- Department of City Planning. The owner must sign and record a Covenant and Agreement acknowledging the contents and limitations of the Specific Plan, as well as conditions imposed by City Planning.
- Department of Building and Safety.

Basic Development Rights:

Each lot in the Specific Plan area always contains basic development rights. In several scenarios of severe local congestion, they also become a maximum development right.

- Floor Area Ratio of 0.35 in Neighborhood/Office Commercial and 0.5 in Community Commercial and Regional Commercial, or
- Trip limitations of 1.25 Net New Trips/1000 square feet of commercial or residential lot area (if the resulting FAR is lower than the FAR basic development right).

Floor Area Ratio (FAR):

Projects cannot exceed the following Floor Area ratio ceilings (even if otherwise allowed by trip ceilings):

- Neighborhood/Office Comm. 1.00:1
- Community Commercial 1.25:1 + .25 mixed use bonus
- Regional Commercial
 - East of I-405 Fwy.: 1.50:1 with no FAR bonus
 - West of I-405 Fwy.: 1.25:1 + .25 mixed use bonus

Trip Limitations:

The number of (P.M. peak hour) trips which a project can generate are defined by:

- The number of trips generated by a Project shall be calculated using the Trip Generation Rates in Appendix I of the Procedures Manual.
- Appendix II of the Procedures Manual contains 32 identified use types which generate different trip counts.
- Within most use categories, trip generation varies by project size. Generally, larger projects have smaller trip generation rates.
- A Project's community, land use, and size -- in comparison to the commercially or residentially zoned portion of the lot -- determines allowed FAR.
- Transportation (Project) Impact Assessment Fees are charged on the net addition of new trips compared to the base level of trips generated at the site by the use present on November 8, 1985, the effective date of the Ventura/Cahuenga Boulevard Interim Control Ordinance.

Community trip ceilings:

- Studio City	5,196 net new trips
- Sherman Oaks	2,844 net new trips
- Encino	4,383 net new trips
- Tarzana	4,747 net new trips
- Woodland Hills	12,149 net new trips
CORRIDOR TOTAL	29,310 net new trips

Trip Generation

The Specific Plan limits project trip generation of existing and new trips combined to the following trip generation figures:

- Studio City	2.75 trips/1000 s.f. of lot area
- Sherman Oaks	2.98 trips/1000 s.f. of lot area
- Encino	2.91 trips/1000 s.f. of lot area
- Tarzana	2.55 trips/1000 s.f. of lot area
- Woodland Hills	2.27 trips/1000 s.f. of lot area

Trip Fees

Project Impact Assessment (Trip) Fees per community

- Studio City	\$3,885 per net new trip
- Sherman Oaks	\$4,277 per net new trip
- Encino	\$4,277 per net new trip
- Tarzana	\$4,153 per net new trip
- Woodland Hills	\$2,496 per net new trip

Basic Development Right

The Specific Plan reduces the community trip ceiling to the Basic Development Right in the following cases:

- If a total of 14,000 net new trips have been permitted and 12 or more corridor intersections are at unacceptable service level rating of E or F by the DOT. (There are 30 intersections on the critical list).
- If each Community's trip allocation has been reached through the Project Approval process.

Land Use Restrictions:

Building envelopes are defined through the following Specific Plan provision categories.

- Yards and Setbacks.
- Lot Coverage.
- Stepback Requirement.
- Landscaping requirements for yards and setbacks, parking lots, parking structures, changes of use to existing buildings, and gas stations.
- Height Limits of either 30, 45, or 75 feet depending, in general, on plan designations, side of street, and proximity to abutting major or secondary highways. Mixed use projects in the Sherman Oaks regional commercial area are allowed 12 additional feet of height as a conditional use for mixed use projects.
- Third story stepback requirements.

Parking Requirements:

Projects must comply with the following parking provisions:

- General Office 1/300 s.f.
- Restaurant 1/100 s.f.
- Non-office Commercial 1/250 s.f.
- Halls, theatres 1/21 s.f. or 1/2 seats
- Schools and day-care 1/300 s.f.
- Special rules for additions and remodeling.

Application Packages:

Applications to City Planning must include:

- Plot Plan
- Landscape and irrigation drawings
- Building Elevations
- Sign Plan
- Sample of exterior building materials

Director Approval:

The Department of City Planning can make the following decisions. They are appealable to the City Planning Commission.

- Approval
- Disapproval
- Request for additional materials
- Request for corrections

Transportation Impacts Mitigation:

The Department of Transportation determines the specific mitigation required of each applicant to mitigate traffic generated by the project to a level of insignificance. The DOT must determine in writing that the project is in compliance with the Specific Plan's transportation requirements.

- Trips allowed to be generated by the site.
- Required dedications for permit.
- Mitigation required prior as condition of clearance of prior to completion of C of O.
- Record Covenant and Agreement that applicant and tenants will implement the mitigation measures imposed by DOT.
- Applicant will comply with AQMD Rule XV.
- Pay the Transportation (Project) Impact Assessment trip Fees.

Sign Regulations:

The Specific Plan regulates both on-site and off-site signs for both new and existing projects. Non-conforming signs can be removed through purchase by the City.

Specific Plan Restudy:

The Specific Plan must be restudied when 10,000 net new trips are cumulatively permitted through either the Ventura/Cahuenga Boulevard Interim Control Ordinance and the Specific Plan. In this restudy, all provisions and assumptions about traffic and land use will be reviewed jointly by the Departments of Transportation and of City Planning.

Part 2

VENTURA/CAHUENGA BOULEVARD CORRIDOR
SPECIFIC PLAN
ORDINANCE 166,560
EFFECTIVE FEBRUARY 16, 1991

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PART 3

VENTURA/CAHUENGA BOULEVARD CORRIDOR
SPECIFIC PLAN
ORDINANCE 166,560
EFFECTIVE FEBRUARY 16, 1991

ANNOTATED TABLE OF CONTENTS

PROVISION	HIGHLIGHTS	SECTION		
Purpose of Specific	Goals related to circulation, urban design, and landscaping.	2	Critical Intersections	30 critical intersections requiring dedications and additional turn lanes are presented by community. 6F
Relationship of Specific Plan to LAMC	The Specific Plan prevails over the LAMC.	4		
Definitions	Any project requiring a building, sign, grading, or foundation permit is subject to a Specific Plan review unless, in general, it has strictly internal work not generating additional automobile trips.	4	Exemptions from the Specific Plan	Specific Properties which have received such entitlements as zone changes on plan changes have been separately identified in relation to exemption from specific building limitations. 6G
Prohibitions	The Ground Floor of projects in Pedestrian Oriented Areas must be retail or closely related services.	5	Land Use Regulations Regional and Community Commercial	Front Yards: Maximum 10 foot front set back, with alternative front set back arrangements. Side Yards: No side yards allowed, except for drive-ways. Rear Yards: 25 feet if adjacent to street, 20 feet if adjacent to residential lot. 7A2
Building Limitations	The Basic Development Rights of projects is an FAR of 0.35 in Neighborhood/Office Commercial and 0.5 in Community Commercial and Regional Commercial.	6A		
FAR Limitations	Maximum FAR is 1.0 in Neighborhood/Office Commercial and 1.25 in Community Commercial and Regional Commercial.	6B	Land Use Regulations Neighborhood/Office Commercial	Front Yards: Maximum 60 foot front set back, with alternative front set back arrangements. Side Yards: Maximum 10 foot sideyard. Rear Yards: 25 feet if adjacent to street, 20 feet if adjacent to residential lot. 7A3
Community Trip Ceiling and Aggregate Net New Trips	Studio City: 2.75 trips/K s.f. and 5,196 new trips Sherman Oaks: 2.98 trips/K s.f. and 2,844 new trips Encino: 2.91 trips/K s.f. and 4,383 new trips Tarzana: 2.55 trips/K s.f. and 4,747 new trips Woodland Hills: 2.27 trips/K s.f. and 12,149 new trips	6C & 6D	Lot Coverage	60% in Neighborhood/Office Commercial. 75% in Community Commercial and Regional Commercial 7B
Project Limitations Based on Traffic Impact	Basic development rights are triggered if the Specific Plan fails to mitigate increases in traffic congestion	6E	Landscaping	18 inch recessed landscape area required of buildings fronting on street. 15% of parking lot area must be landscaped. 1 tree per 4 parking spaces. 10 foot required landscape buffer on periphery of parking lots. Parking structures must be screened. 60% of front yards must be landscaped. 7C

PROVISION	HIGHLIGHTS	SECTION		
Height Limits	In general Regional Commercial is 55-75 feet, community commercial is 45 feet, and Neighborhood/Office Commercial is 30 foot. Each section of the Specific Plan is also assigned a height limit. If the height limit conflicts with the zoning height district suffix, the Specific Plan prevails.	7D	Project Impact Assessment Fees	Based on number of net new trips per project Studio City - \$3,885/net new trips Sherman Oaks - \$4,277/net new trips Encino - \$4,277/net new trips Tarzana - \$4,153/net new trips Woodland Hills - \$2,496/net new trips 9C1-3
Parking	Non-office commercial uses 1/250 s.f. General offices - 1/300 s.f. Restaurants - 1/100 s.f. Hotels and Motels - 1/guest room Hospitals - 1.5 spaces/bed Auditoriums - 1/21 s.f. or 2 seats Child care and schools - 1/300 s.f.	7E	Projects Exempt from Project Impact	Subject to specific conditions: supermarkets, gas stations, day care centers, public and non-profit offices serving under privileged, publicly accessible meeting rooms. Mixed use projects are partially exempt from fees. 9C4-5
Project Approval (Project Permit) Process	Applicants must clear City Planning, Transportation, and Building and Safety. Applications must be submitted to Neighborhood Planning in Van Nuys and will be decided by within 30 days. (In general, wall signs will be reviewed over the counter.) City Planning's processing fee is pegged to the cost of submission to Design Review Boards. It is now \$290.	8A	Expenditure of Fees Collected	In all cases specific findings must be made. 30 critical intersections are listed in which 70 percent of collected fees must be spent on designated traffic improvements. 9D-E
			Transportation Demand Management	Applicants must include provision in their Covenant and Agreement requiring compliance the SCAQMD ride sharing provisions. 9F
			Prohibited Signs	Portable signs, signs on free standing wall, new billboards, some window signs, and some pole signs are prohibited. 9A
Design Guidelines	Interim Design Guidelines have been approved by the City Council. Permanent Design Guidelines must be prepared within 5 years.	8B	Number of Signs	One non-wall sign and one non-wall sign facing street. 10B
Mitigation of Transportation Impacts	Individual Project Mitigation is determined by the Department of Transportation as part of the Project Permit process.	9A	Sign Regulation for Regional and Community Commercial Plan Designations	Wall signs, monument signs, projecting signs, and temporary signs are regulated beyond Divisions 62 of the LAMC. 10C1
Project Trip Calculation Procedures	The DOT calculates trips based on tables in Procedures Manual. Shopping centers must submit a Covenant and Agreement stating the percentage of square footage devoted to restaurant uses.	9B	Sign Regulation for the Neighborhood/Office Commercial Plan Designation	In addition to regulations applying to the Community and Regional Commercial Plan Designations, pole signs are allowed and regulated if placed on interior lots. 10C2
			Exceptions to Sign Regulation	Non-conforming signs may purchased by City to remove them. 10D

PROVISION	HIGHLIGHTS	SECTION
Public Right-of-Way Improvements	The Specific plan regulated private as well as public area through design control and pedestrian amenities. These are contained in interim guidelines which must be revised into permanent guidelines.	11
Plan Review	A Plan Review Board is appointed by Council and Mayor. It meets annually to review to the implementation of the Specific Plan. In addition, the Specific Plan will be periodically reviewed.	12
Alley Vacations	Alleys are essential to local circulation plans. Approval for their vacation require findings.	13
Owners Acknowledgment of Limitations	All applicants must submit a Covenant and Agreement acknowledging the provisions of the Specific Plan.	14
Severability	If one portion of the Plan is legally challenged, other portions of the Plan will remain valid.	15

**VENTURA/CAHUENGA BOULEVARD
CORRIDOR SPECIFIC PLAN
ORDINANCE NO. 166,560
EFFECTIVE FEBRUARY 16, 1991**

An ordinance establishing a specific plan, known as the Ventura/Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman Oaks-Studio City-Toluca Lake District Plan, the Encino-Tarzana District Plan, Encino-Ventura Boulevard Specific Plan and the Canoga Park-Winnetka-Woodland Hills District Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor is experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and new development in the Corridor is developing beyond the capacity of the transportation infrastructure; and

WHEREAS, in recent years there has been a sharp increase in the planning and construction of major commercial developments in Studio City, Sherman Oaks, Encino, Tarzana and Woodland Hills; and

WHEREAS, this future development, or redevelopment, of property within the corridor will result in traffic volumes that will further exceed the capacity of the corridor, particularly at the key intersections of Ventura/Cahuenga Boulevard and Lankershim Boulevard, Laurel Canyon Boulevard, Coldwater Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Libbit Avenue, Hayvenhurst Avenue, Balboa Boulevard, White Oak Avenue, Lindley Avenue, Reseda Boulevard, Tampa Avenue, Winnetka Avenue, DeSoto Avenue, Topanga Canyon Boulevard, Shoup Avenue, Fallbrook Avenue and Woodlake Avenue; and

WHEREAS, failure to expand the capacity of the existing transportation infrastructure to maintain equilibrium with new projects will cause unacceptable levels of congestion on streets and intersections, traffic accidents, air pollution, noise and restriction in access for emergency vehicles; and

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result new approaches, including restrictions on future developments, must be devised;

WHEREAS, the adopted Regional Mobility Plan of the Southern California Association of Governments has mandated the adoption of Pedestrian Elements into the General Plans of all constituent municipalities as a transportation control measure to reduce vehicular traffic,

NOW THEREFORE,
THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS

**Section 1. ESTABLISHMENT OF THE VENTURA/
CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN.**

A. The Council hereby establishes the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Leonora Drive on the west to Woodrow Wilson Drive on the east as shown in Map 1. The Specific Plan is applicable to that area of the City of Los Angeles within the dashed, heavy black lines on Maps 2A through 2E.

B. As shown in Maps 2A through 2E, the Ventura/Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City Community (east of Barham Boulevard to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Leonora Drive).

C. The Pedestrian Oriented Areas within each of the five major communities are indicated by grey shading on Maps 2A through 2E.

D. As shown in Maps 3A through 3E, the Ventura/Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood/Office Commercial.

Section 2. PURPOSES. The purposes of this Specific Plan are as follows:

A. To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura/Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which minimally impacts the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing regulatory controls, providing incentives, and funding mechanisms for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

K. To ensure sufficient financing to implement improvements called for in the Specific Plan.

L. To promote a high level of pedestrian activity in the Regional Commercial and Community Commercial areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

M. To provide community development limitations based on the community infrastructure's transportation capacity.

N. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

A. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter I, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter and other relevant ordinances, except as specifically provided herein.

B. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC

Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. **DEFINITIONS.** The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, foundation permit, grading permit or sign permit for a Project.

BUILDABLE AREA: Notwithstanding LAMC Section 12.03, all of the area of a lot located within the proper zone for the proposed main building, including those portions of the lot which must be reserved for yard spaces, building line setback space, or which may only be used for accessory buildings or uses.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

CONVENIENCE MARKET: A retail market which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

DIRECTOR: The Director of Planning or his or her designee.

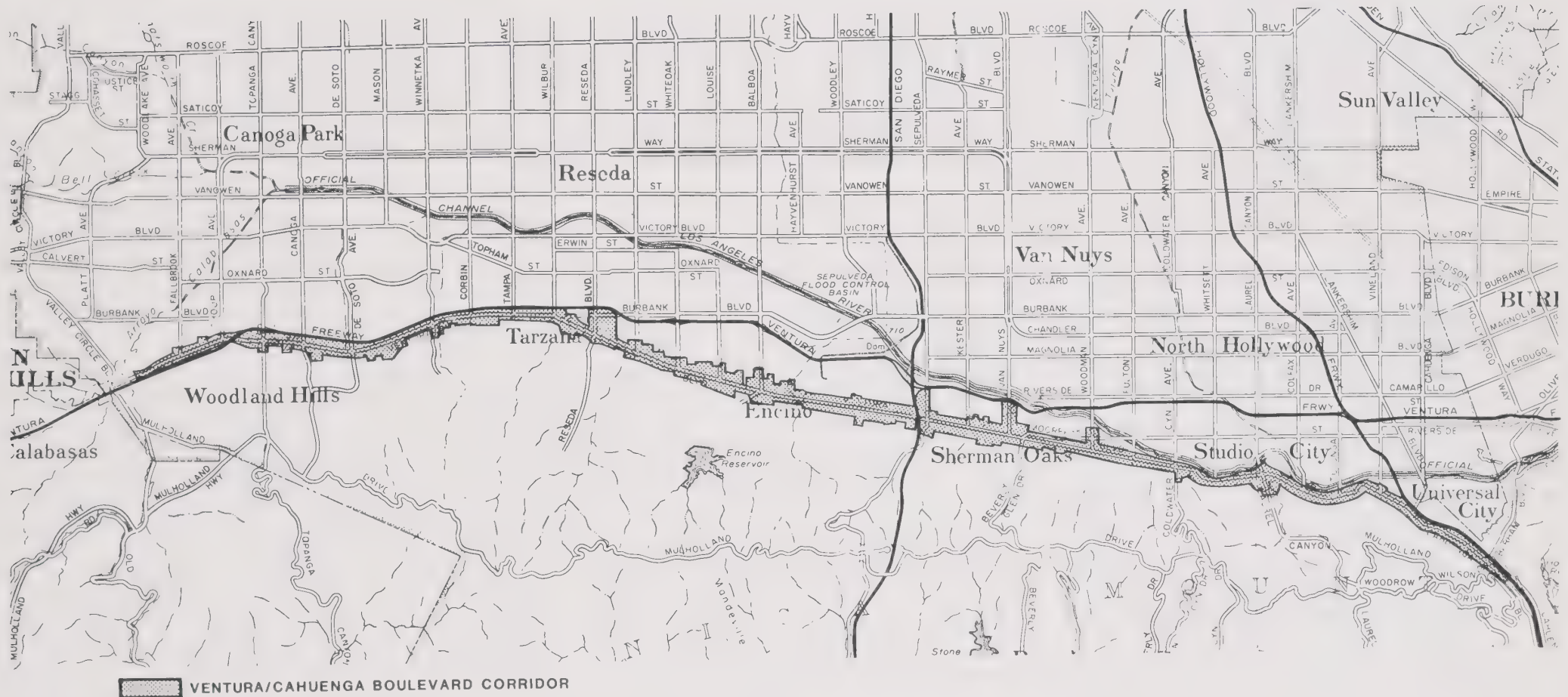
DISTRICT PLAN(S): The adopted Plans for the Sherman Oaks-Studio City-Toluca Lake District Plan area, Encino-Tarzana District Plan area, and Canoga Park-Winnetka-Woodland Hills District Plan area. They are all parts of the General Plan of the City of Los Angeles.

FLOOR AREA RATIO: A multiplier applied to the Buildable Area of a commercially or residentially zoned lot in order to determine the maximum allowable square footage of a building.

GROSS FLOOR AREA: The total square footage confined by the outside surface of the exterior walls of a building, except that square footage devoted to vehicle parking and necessary interior driveways and ramps and courts, except where courts are used for any commercial purpose. This definition shall only be used for purposes of trip calculations.

MAP 1

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN



GROUND FLOOR: The lowest story within a building which is accessible to the street, the floor level of which is within three feet above or below curb level, which has frontage on or is primarily facing any public street, and which is at least 50 feet in depth or the total depth of the building, whichever is less.

HEIGHT: The vertical distance between the highest point of the roof, structure or parapet wall, whichever is highest and the lowest point of the curb directly in front of the front lot line or when there is no curb, Height shall be measured from a point eight inches above the lowest point of the street directly in front of the front lot line.

LEVEL OF SERVICE (LOS): The operational characteristics of an intersection determined through a ratio of its traffic volume and its traffic capacity (V/C).

MIXED-USE DEVELOPMENT: A project which combines office or other commercial uses with a residential use with at least 25 percent of the total Project floor area as residential and at least 33 percent of the total Project floor area as commercial.

NET NEW TRIPS: Trips generated by any Project constructed pursuant to a building permit issued after November 9, 1985, or generated by a change of use for which a change of use permit was issued after November 9, 1985. If a building or portion of a building existing on November 9, 1985, on the site of a proposed Project has been demolished, then the trips associated with the demolished building or portion of a building may be subtracted from the trips generated by the proposed Project to determine net new trips. If the use of a building or portion of a building existing on November 9, 1985, on the site of a proposed Project has been changed, then the trips associated with the use before the change may be subtracted from the trips generated by the proposed Project to determine net new trip. The highest number of trips generated by any use on a lot since November 9, 1985, may be subtracted from the trips generated by a proposed Project.

NET LEASABLE SQUARE FEET: The total square footage contained within the outer walls of a building, excluding those portions used for automobile parking, basement storage, rooms housing mechanical equipment incidental to the operation of the building, light courts, stairways, elevator shafts, public restrooms and corridors.

PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume.

PEDESTRIAN ORIENTED AREA: One of the five areas within the Specific Plan area, as shown in black shading on the maps in Section 1 of this Specific Plan, in which greater pedestrian activity is encouraged.

PEDESTRIAN SERVING USES: Art gallery, art supplies, bakery, barber shop or beauty parlor, books or cards store, clock or watch sales and/or repair, copying, custom dress making, drug store, fabrics or dry good store,

financial services, florist, food/grocery store (including specialty stores selling produce, cheese, meat, and delicatessen items), hardware store, household goods and small appliances store, infant and children's clothing store, locksmith, newsstand, optician, photographer, photographic equipment and repair, shoe repair, stationery, tailor, toy store, and stores selling other small items, or providing similar services, as determined by the Zoning Administrator.

PHASING PROGRAM: A schedule which is applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 p.m. to 7:00 p.m.

PROJECT: Any construction, erection, addition to or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area which requires the issuance of any building permit, foundation permit, grading permit or sign permit. A Project shall not include interior construction which does not increase the number of trips, as determined by the Department of Transportation, or increase the floor area, or have increased parking requirements pursuant to Section 7 E of this Specific Plan or include a use which is prohibited by Section 5 A 2 of this Specific Plan.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, pursuant to the terms of this ordinance.

SHOPPING CENTER: A building or group of buildings on a lot or lots which has 10,000 or more square feet of commercial retail uses with more than one commercial retail use.

SIGNIFICANT TRANSPORTATION IMPACT: The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection, or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation.

A. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table:

Significant Transportation Impact
Project-Related Increase in V/C/Final V/C

Equal to or greater than 0.040.00 - 0.79

Equal to or greater than 0.020.80 - 0.89

Equal to or greater than 0.010.90 or greater

Final V/C shall mean the V/C ratio at an intersection considering total projected traffic volumes, without proposed traffic impact mitigation.

- B. A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the average daily traffic volumes.

SUPERMARKET: A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Transportation programs which address street capacity shortages by reducing the number or percentage of single occupancy vehicles driving at peak periods.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project.

TRAFFIC STUDY: A written study for a Project which may include a Traffic Assessment and a calculation of volume/capacity ratios reflecting conditions before and after completion of a Project for intersections deemed critical by the Department of Transportation and likely to be significantly impacted.

TRIP: An arrival at or a departure from a Project during the P.M. Peak Hour by a motor vehicle. The number of Trips generated by a Project shall be calculated using the Trip generation formulas in Appendix II.

Section 5. PROHIBITIONS AND EXEMPTIONS.

A. Prohibitions.

1. **Specific Plan Compliance Required For Building Permit.** Notwithstanding any provision of the LAMC to the contrary, no building permit, grading permit or foundation permit shall be issued for a Project, unless the applicant complies with this Specific Plan. In general, a Project shall be subject to a Department of Transportation mitigation approval described in Section 9 and a Department of City Planning Project Approval described in Section 8.
2. **Use Limitations In Pedestrian Oriented Areas.**
 - a. In addition to the prohibition in Paragraph 1 above, in the Pedestrian Oriented Areas identified on Maps 2A-E in Section 1 of this Specific Plan, no building permit, foundation permit, sign permit or grading permit shall be issued for any Project unless the Project includes a Ground Floor which is restricted in its entirety to retail uses or any Pedestrian Serving Use. The Applicant shall guarantee

the continued restriction to retail or Pedestrian Serving Uses by executed and recorded covenant and agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

- b. Paragraph 2 shall not apply to a Project which consists of construction, erection, addition to or structural alteration of a hospital located in the Pedestrian Oriented Area identified on Map 2 C of Section 1 C, so long as the Project does not exceed 160,000 square feet of Gross Floor Area and any new uses in the Project within 100 feet of Ventura Boulevard are retail or Pedestrian Serving Uses.

B. **Total Exemptions From Specific Plan Provisions.** Any Project for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition shall be exempt from the provisions of this Specific Plan. This exemption shall not apply to a change of use or an addition of floor area.

C. **Exemption for Project at Ventura and Hayvenhurst.** Except for the provisions in Section 10 (sign regulations) and those provisions of Section 9 pertaining to the payment of Project Impact Assessment Fees, the remaining provisions of this Ordinance shall not apply to the Project located at the northeast corner of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) as shown on plans accepted by the Department of Building and Safety prior to the effective date of this Ordinance (Plan Check No. AA 7546) which Project is the subject of Environmental Impact Report EIR No. 89-844-BS), provided that the Project complies with the following:

1. The Project shall be limited to not more than 335,000 square feet of net rentable floor area;
2. The Project shall not include any theatre, cinema, or retail use other than office serving retail and food service uses and not more than one full-service restaurant operating after regular business hours; and
3. Any office serving retail and food service uses, and any full service restaurant use shall be located on the ground floor of the Project within 100 feet of Ventura Boulevard.

Section 6. BUILDING LIMITATIONS.

A. Basic Development Rights. All Projects which involve new construction or addition of more than a hundred square feet of floor area to existing buildings shall be limited by the floor area ratios in Subsection B and the Trip limitations in Subsection C. However, notwithstanding the limitations in Subsections C, D and E below, each lot shall have development rights of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

B. Floor Area Ratio Limitations.

1. The following Floor Area Ratios shall apply to Projects within the Community Commercial Plan designation, and within the Regional Commercial Plan designation west of the San Diego freeway:
 - a. No Project may exceed a maximum Floor Area Ratio of 1.25:1.
 - b. However, an additional Floor Area Ratio of 0.25:1 may be granted by the Department of City Planning during the Project Approval process for a Mixed-Use Project, pursuant to Section 8.
2. The following Floor Area Ratio shall apply to Projects within the Neighborhood/Office plan designation:
No Project may exceed a maximum Floor Area Ratio of 1.0:1.
3. The following Floor Area Ratio shall apply to Projects within the Regional Commercial Plan designation east of the San Diego Freeway:
No Project may exceed a Maximum Floor Area Ratio of 1.5:1.
4. For the purposes of this Subsection, Floor Area Ratio limitations shall only apply to the creation of additional floor area.

C. Project Limitations Based on Trip Rates. In addition to the limitations described in Subsection B, no building permit shall be issued for a Project which generates total Trips during the P.M. Peak Hour as calculated by the Department of Transportation, pursuant to the procedures set forth in Section 9 B of this Specific Plan, beyond the following limits:

1. **Studio City Community.**
2.75 total Trips per 1000 square feet of commercially zoned lot area.
2. **Sherman Oaks Community.**
2.98 total Trips per 1000 square feet of commercially zoned lot area.
3. **Encino Community.**
2.91 total Trips per 1000 square feet of commercially zoned lot area.
4. **Tarzana Community.**

2.55 total Trips per 1000 square feet of commercially zoned lot area.

5. Woodland/Hills Community.

2.27 total Trips per 1000 square feet of commercially zoned lot area.

D. Project Limitations Based on Community Trips.

No Project shall be permitted which would result in creating more Net New Trips in any community than the following limits:

1. Studio City - 5,196 Net New Trips;
2. Sherman Oaks - 2,844 Net New Trips;
3. Encino - 4,383 Net New Trips;
4. Tarzana - 4,747 Net New Trips; and
5. Woodland Hills - 12,149 Net New Trips.

Notwithstanding the above, each lot shall have the Basic Development Rights as provided in Subsection A above, of at least a 0.35:1 Floor Area Ratio in the Neighborhood/Office plan designation areas and a 0.5:1 Floor Area Ratio in the Regional Commercial and Community Commercial plan designation areas, provided, however, that the Project does not generate more than 1.25 Net New Trips per 1000 square feet of lot area.

E. Project Limitations Based on Traffic Impact. If, (i) 14,000 Net New Trips have been permitted in the entire Specific Plan area and (ii) 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation; or (iii) Trips within a particular community have reached the limits set forth in Paragraph D, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A.

F. Critical Intersections: The following corridor intersections are critical intersections:

1. **Studio City.**
Barham Boulevard & Cahuenga Boulevard
101 Ramps, Regal Place & Cahuenga Boulevard
Lankershim Boulevard & Ventura Boulevard
Vineland Avenue & Ventura Boulevard
Tujunga Avenue & Ventura Boulevard
Colfax Avenue & Ventura Boulevard
Laurel Canyon Boulevard & Ventura Boulevard
Coldwater Canyon Avenue & Ventura Boulevard
2. **Sherman Oaks.**
Woodman Avenue & Ventura Boulevard
Beverly Glen Boulevard & Ventura Boulevard
Van Nuys Boulevard & Ventura Boulevard
Kester Boulevard & Ventura Boulevard
Sepulveda Boulevard & Ventura Boulevard
3. **Encino.**
101/405 Ramps, Sherman Oaks Avenue & Ventura Boulevard
Hayvenhurst Avenue & Ventura Boulevard
Balboa Boulevard & Ventura Boulevard
White Oak Avenue & Ventura Boulevard
Lindley Avenue & Ventura Boulevard
4. **Tarzana.**

- Reseda Boulevard & Ventura Boulevard
- Wilbur Avenue & Ventura Boulevard
- Vanalden Avenue & Ventura Boulevard
- Tampa Avenue & Ventura Boulevard
- Corbin Avenue & Ventura Boulevard
- 5. **Woodland Hills.**
- Winnelka Avenue & Ventura Boulevard
- Canoga Avenue & Ventura Boulevard
- DeSoto Avenue & Ventura Boulevard
- Topanga Canyon Boulevard & Ventura Boulevard
- 101 Ramps near Shoup Avenue & Ventura Boulevard
- Fallbrook Avenue & Ventura Boulevard
- 101 Ramps, Woodlake Avenue & Ventura Boulevard

G. Exemptions from the Limitations in Subsections B and C.

1. The provisions of Subsections B and C above shall not apply to the Project located at the northeast corner of Topanga Canyon and Ventura Boulevards, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPA.
2. The provisions of Subsections B and C above shall not apply to any Project which is subject to a (Q) Qualified Zone Classification adopted after November 9, 1985, and before the effective date of this ordinance, provided, the (Q) Qualified Zone Classification includes specific limitations on building Height, Floor Area Ratio and Trips. Projects described in Ordinance No. 164,115 and Ordinance No. 164,219 are the only cases subject to this partial exemption.
3. The provisions of Subsections B and C above shall not apply to the Project located at 17421 Ventura Boulevard which was the subject of City actions under Ordinance No. 158,865, BZA 4157 and ZA 89-0811 (ZV)(YV), so long as the Project will be no larger than 107,000 square feet in floor area and will not change the footprint of the existing building.
4. The provisions of Subsections B and C above shall not apply to the Project located at the northeast corner of Ventura Boulevard and Hayvenhurst Avenue (16325-16461 Ventura Boulevard) which is the subject of Environmental Impact Report No. 89-844-BS, provided the Project does not exceed 335,000 net leasable square feet in area.

Section 7. **LAND USE REGULATIONS.** A Project shall comply with the following land use regulations:

A. Yards and Setbacks.

1. **General.** Notwithstanding LAMC Sections 12.12.2, 12.13, 12.13.5, 12.14 and 12.16 to the contrary, the following yards and setbacks shall

apply to all Projects which consist of construction of a new building or an addition of square footage to an existing building:

- a. If a lot has a coterminous lot line with Ventura or Cahuenga Boulevard, then for the purposes of this subsection, the lot line shall be deemed to be the front lot line on Ventura or Cahuenga Boulevard. If a lot has a coterminous lot line with Sepulveda or Van Nuys Boulevard, Reseda Avenue or Laurel Canyon Boulevard, but not with Ventura or Cahuenga Boulevard, then for the purposes of this subsection, the lot shall be deemed to front on Sepulveda or Van Nuys Boulevard or Reseda Avenue.
- b. The exceptions in LAMC Section 12.22 C 20 shall be applicable to yards and setbacks required pursuant to this Specific Plan.
- c. For purposes of this subsection, the term setback shall only refer to a setback of floors below the first 15 feet in Height of a building.

2. Regional Commercial and Community Commercial Areas.

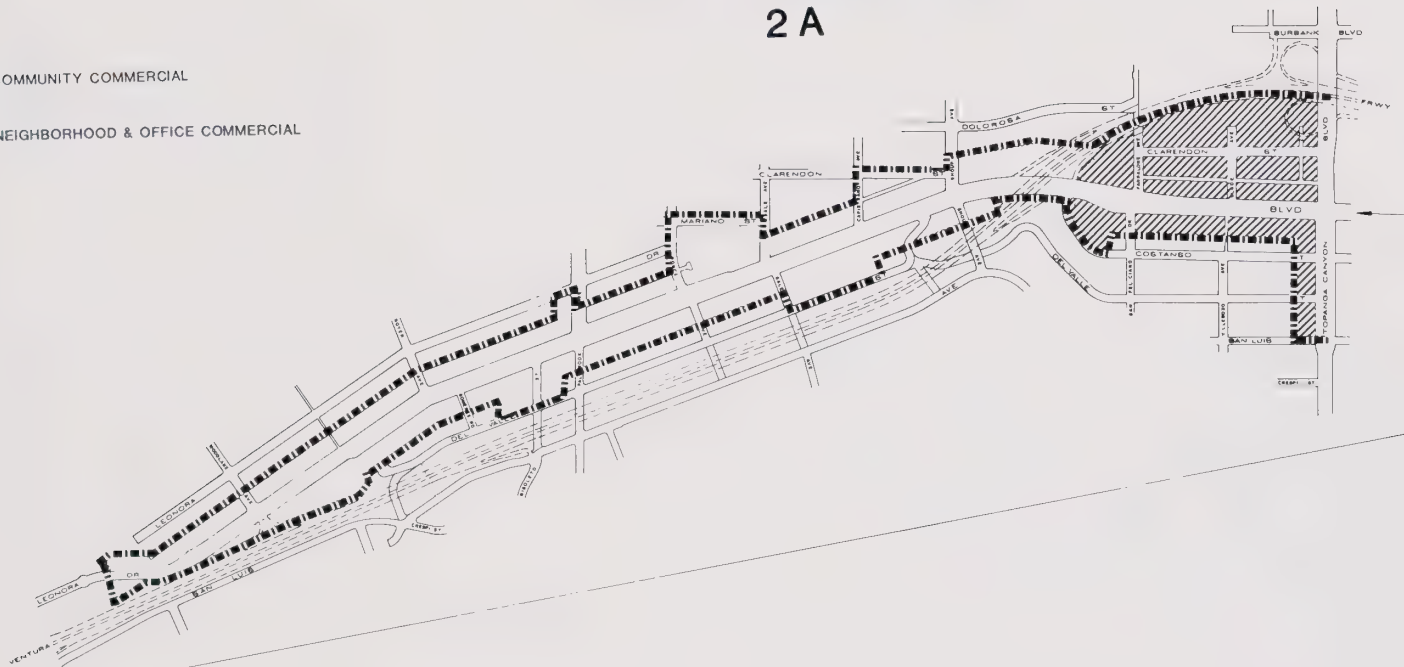
- a. **Front Yards and Setbacks.** A maximum 10 foot front yard shall be permitted for lots in the Regional Commercial and Community Commercial plan designation areas. No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped to the satisfaction of the Director of Planning.

Alternatives:

- (1). Notwithstanding Paragraph a above, except for areas required for vehicular access to parking, a front yard of up to 40 feet in depth for a maximum of 50 percent of the length of the front lot line or a maximum width of 50 feet, whichever is less, may be provided. If this alternative No. 1 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.
- (2). If at least 50 percent of the length of the building frontage is built less than 18 inches from the front lot line, then
 - (a). 25 percent of the length of the building frontage shall be setback up to a maximum of ten feet with a minimum 18 inch setback; and
 - (b). The remaining 25 percent of the length of the building frontage shall be setback up to a maximum of twenty feet with a minimum 18 inch setback; and
 If this alternative No. 2 is utilized, then the Project shall not be subject to the requirements in Subsection 7 D 1 f and g.
- (3). Lots may have a maximum 25 foot front setback for the Project's first 15 feet in

PLAN DESIGNATIONS 2 A

-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD & OFFICE COMMERCIAL

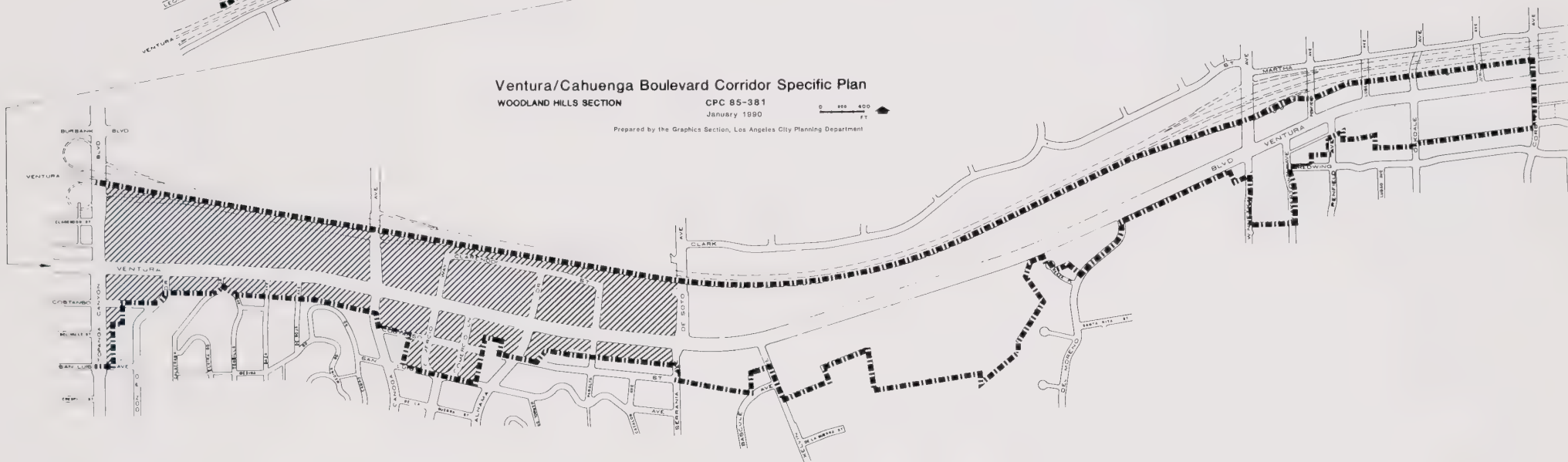


Ventura/Cahuenga Boulevard Corridor Specific Plan WOODLAND HILLS SECTION

CPC 85-381
January 1990


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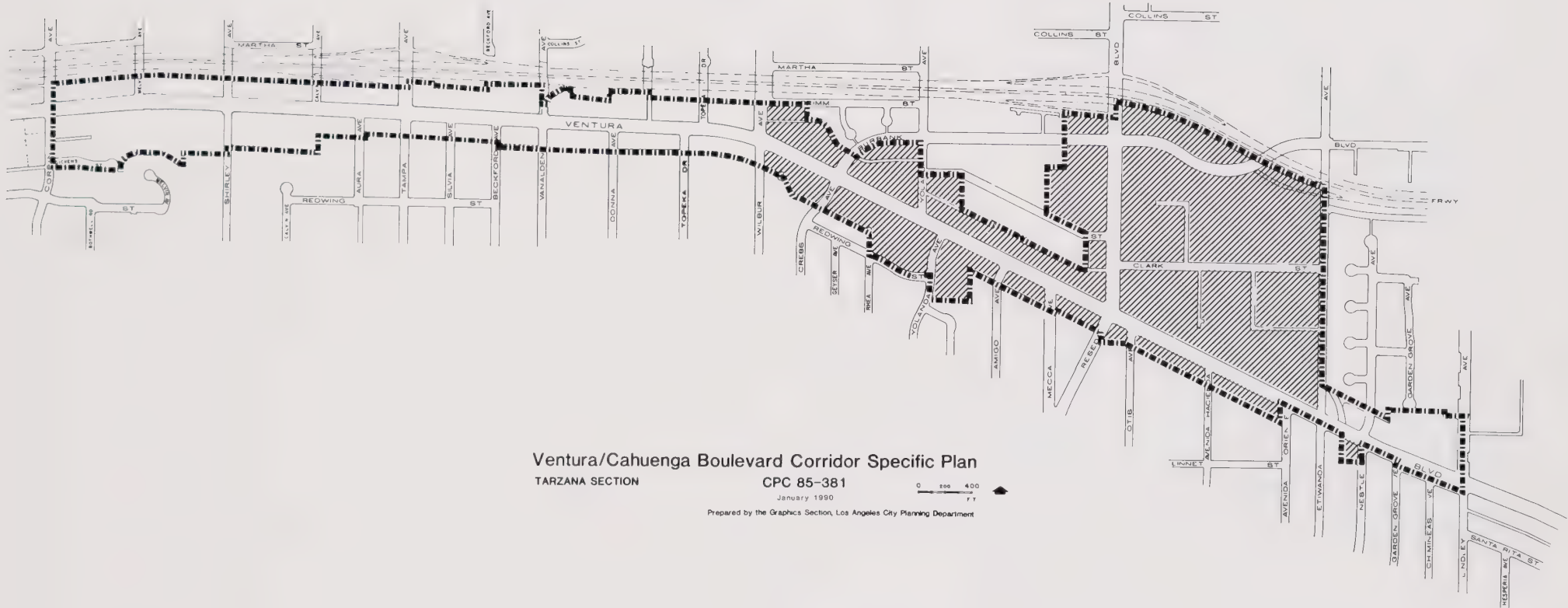
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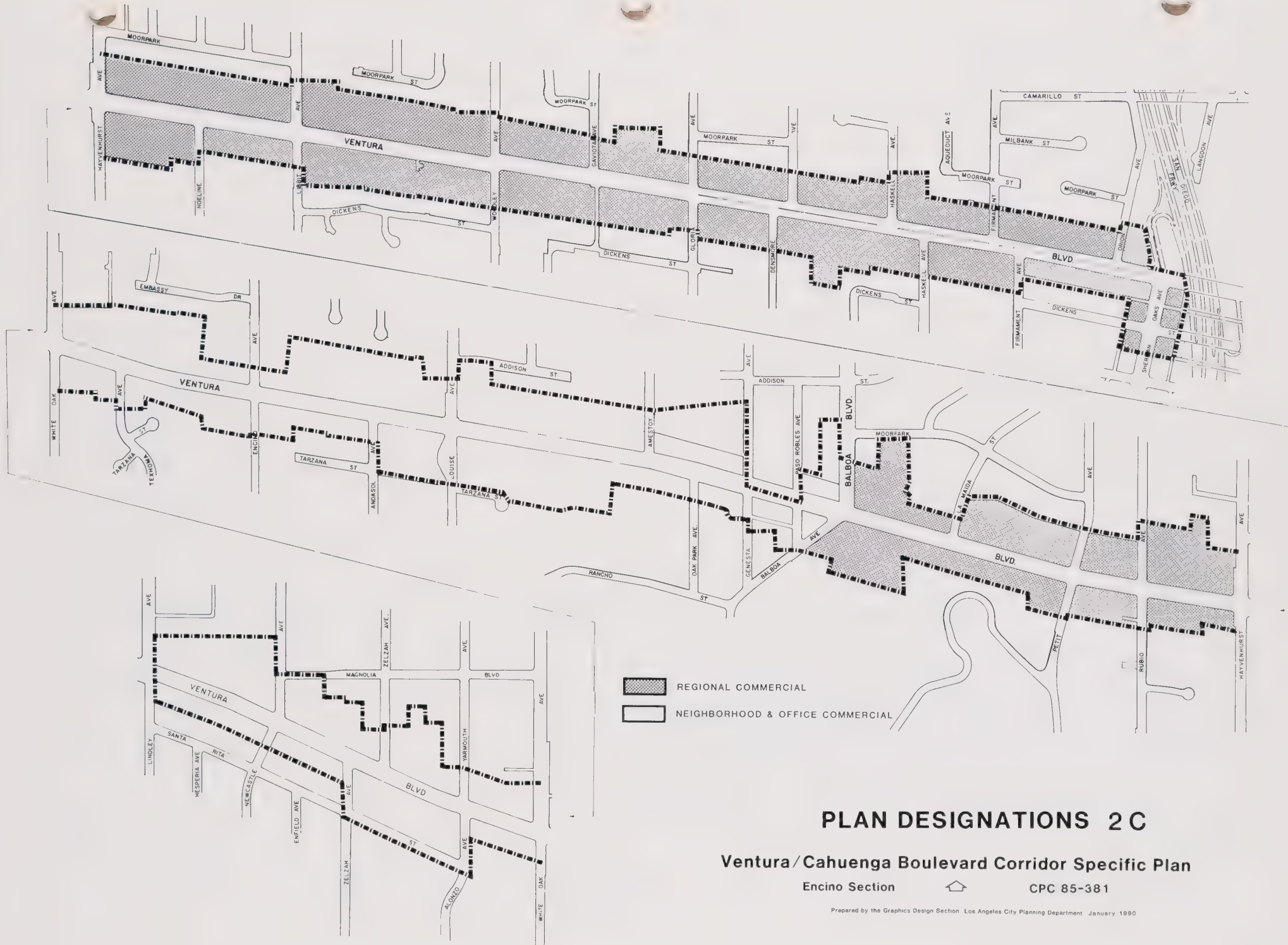


PLAN DESIGNATIONS



2 B

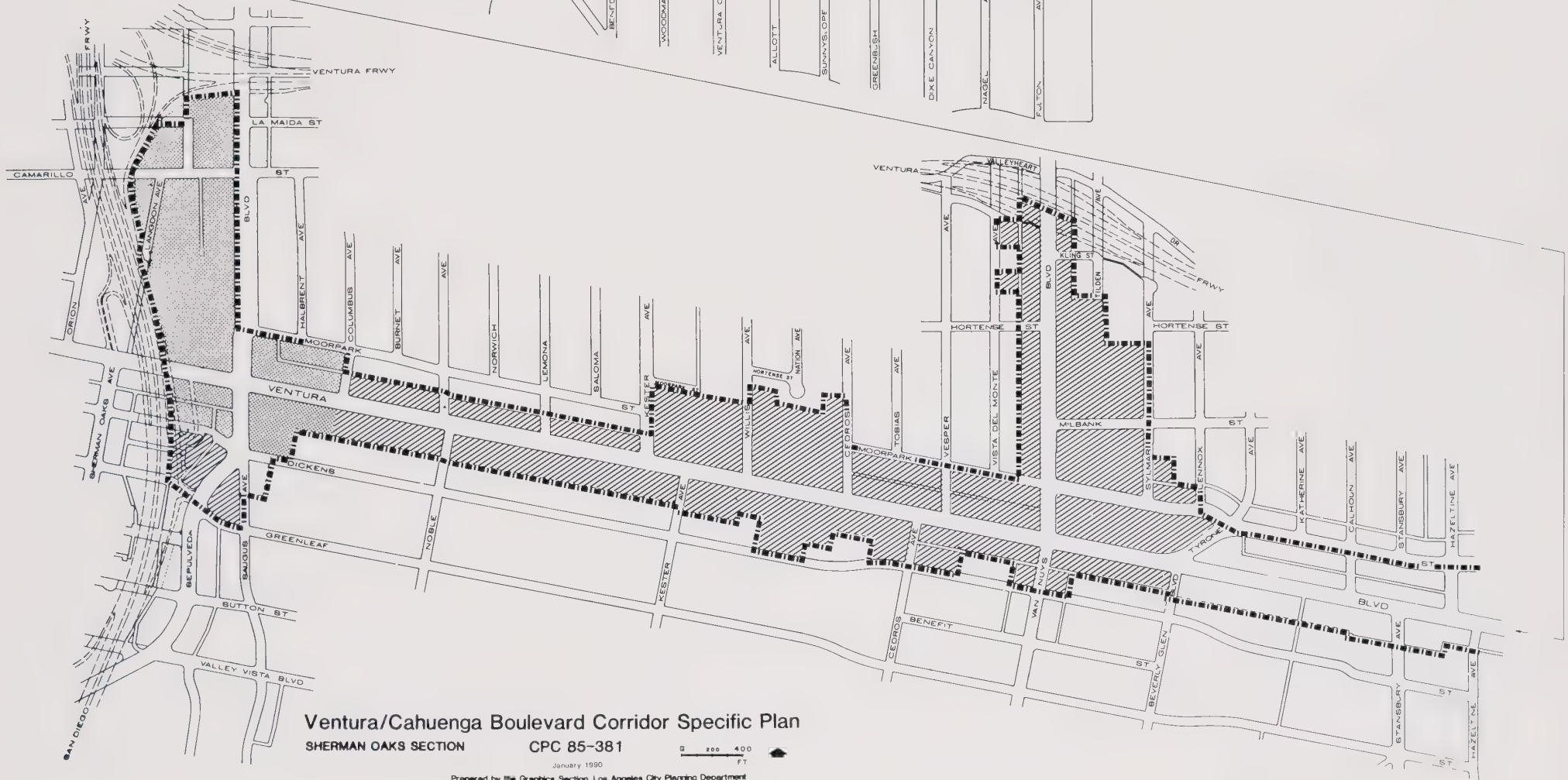
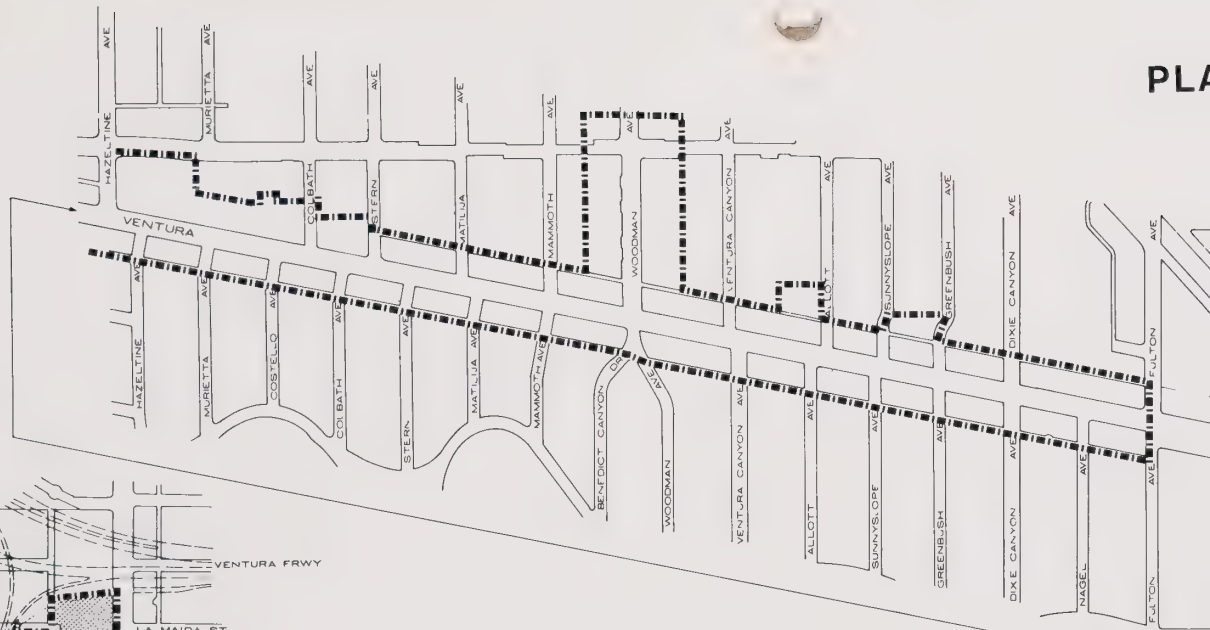
-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD & OFFICE COMMERCIAL





PLAN DESIGNATIONS 2D

-  REGIONAL COMMERCIAL
-  COMMUNITY COMMERCIAL
-  NEIGHBORHOOD & OFFICE COMMERCIAL





COMMUNITY COMMERCIAL



NEIGHBORHOOD & OFFICE COMMERCIAL

PLAN DESIGNATIONS 2E

Studio City-Sherman Oaks Dist. Plan Amendment

Ventura/Cahuenga Boulevard Corridor Specific Plan

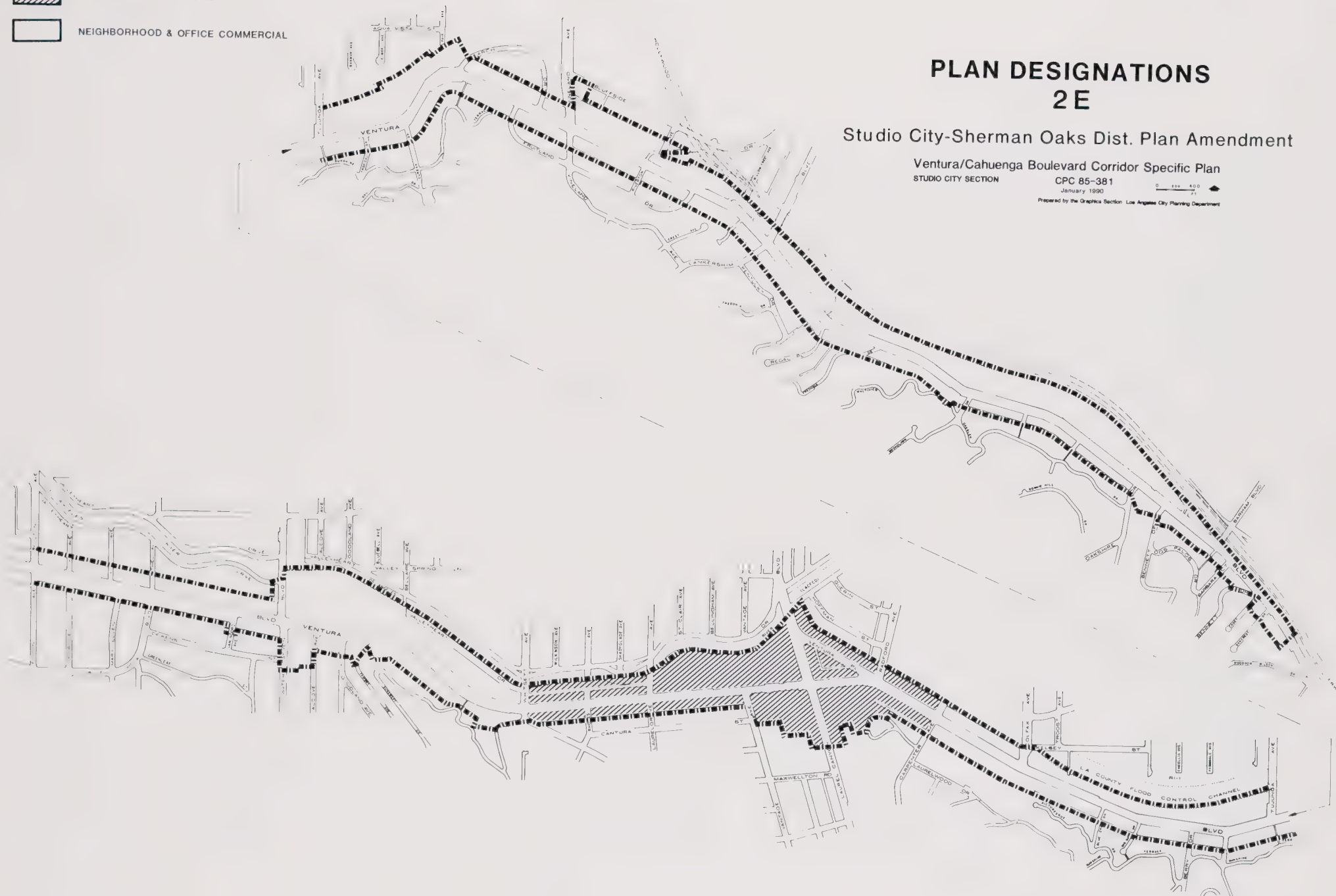
STUDIO CITY SECTION

CPC 85-381

January 1990



Prepared by the Graphics Section, Los Angeles City Planning Department



Height, so long as the entire setback area is used for outdoor dining. Portions of a building over 15 feet need not be setback. If this alternative No. 3 is utilized, then the requirements in Subsection B shall not apply.

- b. **Side Yards.** No side yard shall be permitted at the Ground Floor, except where a maximum 20 foot wide driveway is necessary for access to parking, for other required exits or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

- c. **Rear Yards.**

- (1). Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
- (2). If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard, unless more is required by LAMC Section 12.21.1 A 10.
If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the yard shall be measured from the midpoint of the abutting alley.

- 3. **Neighborhood/Office Commercial Areas.**

- a. **Front Yards and Setbacks.**

- (1). For lots which are 100 or fewer feet in width:
 - (a). No Project may be built within 18 inches of the front lot line. This 18 inch setback shall be landscaped.
 - (b). Each lot shall have a maximum front yard of 60 feet, or an average front yard of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.
- (2). For lots which are more than 100 but no more than 200 feet in width:
 - (a). No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.
 - (b). Each lot shall have a maximum front yard of 20 feet for a minimum of 33 percent of the length of the front lot line. The balance of the lot frontage may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on

the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

- (3). For lots which are wider than 200 feet.

- (a). No Project may be built within 18 inches of the front lot line; however, floors above 15 feet may be built to the lot line. This 18 inch setback shall be landscaped.

- (b). Each lot shall have a maximum front yard of 20 feet for a minimum of 50 percent of the length of the front lot line. The balance of the lot line may have a maximum front yard of 60 feet, or a front yard equal to the average of all existing structures on the block in which the lot is located, whichever is less. The average depth of the front yards on the block shall include all of the developed lots which have front yards that vary in depth by not more than ten feet and which comprise 40 percent or more of the frontage on the block.

- b. **Side Yards.** A side yard of 10 feet may be permitted, except where a maximum 20 foot wide driveway is required for vehicular access to parking, for required exits or as specified in Subsection E below, or where the Project contains residential uses, in which case, LAMC Sections 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11 and 12.12 shall apply.

- c. **Rear Yards.**

- (1). Notwithstanding LAMC Section 12.21 C 1 (h), if the rear lot line of a lot is adjacent to a street, then there shall be a minimum 25-foot rear yard.
- (2). If the rear lot line of a lot is adjacent to a residentially zoned lot, then the lot shall have a minimum 20-foot rear yard unless more is required by LAMC Section 12.21.1 A 10.
If an alley abuts a rear lot line and the alley is at least 20 feet wide, then the rear yard shall be measured from the midpoint of the abutting alley.

- 3. The provisions of this subsection shall not apply to the Project located at the northeast corner of Topanga Canyon and Ventura Boulevard, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPC.

B. Lot Coverage.

1. **Regional Commercial and Community Commercial Areas.** Buildings and structures shall cover no more than 75 percent of the lot area.
2. **Neighborhood/Office Commercial Areas.** Buildings and structures shall cover no more than 60 percent of the lot area.

C. Landscaping Requirements.

These requirements shall apply to all Projects, including changes of use to existing buildings.

1. Parking Lots.

- a. At least 15 percent of the total area of a surface parking lot shall be landscaped.
- b. For surface parking lots, one tree shall be provided for every four parking spaces. The trees shall be shade producing trees of a minimum 30 inch box size, no less than ten feet in Height at maturity. These trees shall be distributed throughout the parking lot so as to shade the surface parking area.
- c. In addition to the requirements of Subparagraph b above, a ten foot landscaped buffer shall be provided around any surface parking lots or parking structure. When surface parking lots or parking structures are adjacent to other surface parking lots or parking structures, a ten foot landscaped buffer between the lots or structures shall be required. It shall incorporate walkways between the parking areas.

2. Parking Structures.

- a. Parking structures or that portion of a building which is used for parking shall be designed so as to substantially screen automobiles contained in the garage from view, except as may be recommended by the Los Angeles Police Department for purposes of safety. The facade of any parking building shall be designed so that it is similar in color, material, and architectural detail with the building for which it serves for parking.
- b. Parking structures shall be designed to include planting of trees, shrubs, flowers, or vines on the roof, facade, or setbacks in order to provide additional screening and exterior landscaping.
- c. Parking structures installed with air circulation vents and/or fans shall not have the vents and fans adjacent to or facing a residential area in order to avoid any adverse noise impact.

3. Yards, Setbacks and Building Frontages.

- a. At least 60 percent of all front yards or front setbacks in excess of 18 inches, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials,

including concrete pavers, brick masonry pavers or tile or covered in gravel.

- b. The Applicant shall install an irrigation system to maintain all required landscaping.

4. Gas Stations.

Gas stations shall be landscaped to the satisfaction of the Director of Planning based on guidelines developed by the Director.

D. Height Limit.

1. Notwithstanding LAMC Section 12.21.1 B 2 and B 3, no building or structure shall exceed the following Heights:

a. Studio City.

- (1). From the intersection of Woodrow Wilson Drive and Cahuenga Boulevard to the intersection of Carpenter Avenue and Ventura Boulevard:
On the north sides of Cahuenga and Ventura Boulevards - 45 feet.
On the south sides of Cahuenga and Ventura Boulevards - 30 feet.
- (2). From the intersection of Carpenter Avenue and Ventura Boulevard to the intersection of Laurel Canyon Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet.
- (3). From the intersection of Laurel Canyon Boulevard and Ventura Boulevard to the intersection of Whitsett Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard - 45 feet.
On the south side of Ventura Boulevard - 30 feet

b. Sherman Oaks.

- (1). From the intersection of Fulton Avenue and Ventura Boulevard to the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Van Nuys Boulevard and Moorpark Avenue to the intersection of the Ventura Freeway overpass at Van Nuys Boulevard:
On both sides of Van Nuys Boulevard - 30 feet.
- (3). From the intersection of Tyrone/Beverly Glen Boulevard and Ventura Boulevard to the intersection of Columbus Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard to 135 feet west of Columbus Avenue - 30 feet.
On the south side of Ventura Boulevard - 30 feet.
- (4). In the area bounded by Dickens Street on the south to the San Diego Freeway and Specific Plan boundary on the west,

- the Specific Plan boundary on the north, Sepulveda Boulevard on the east to Moorpark Street and Moorpark Street on the north to 135 feet west of Columbus Avenue south to Ventura Boulevard, then east to the lot line which would be a continuation of Columbus - 75 feet.
- (5). In the area bounded by Dickens Street on the north, Greenleaf Street on the south, the San Diego Freeway on the west and the Specific Plan boundary on the east - 30 feet.
- c. **Encino.**
- (1). From the intersection of the San Diego Freeway overpass and Ventura Boulevard to the intersection of Balboa Boulevard and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet
- (2). From the intersection of Balboa Boulevard and Ventura Boulevard to the intersection of Lindley Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- d. **Tarzana.**
- (1). From the intersection of Lindley Avenue and Ventura Boulevard to the intersection of Etiwanda Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Etiwanda Avenue and Ventura Boulevard to the intersection of Wilbur Avenue and Ventura Boulevard:
On the north side of Ventura Boulevard - 45 feet.
On the south side of Ventura Boulevard - 30 feet.
- (3). From the intersection of Wilbur Avenue and Ventura Boulevard to the intersection of Corbin Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- e. **Woodland Hills.**
- (1). From the intersection of Corbin Avenue and Ventura Boulevard to the intersection of Winnetka Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (2). From the intersection of Winnetka Avenue and Ventura Boulevard to the intersection of De Soto Avenue and Ventura Boulevard:
On both sides of Ventura Boulevard - 30 feet.
- (3). From the intersection of De Soto Avenue and Ventura Boulevard to the intersection of the Ventura Freeway overpass and Ventura Boulevard:
On both sides of Ventura Boulevard - 45 feet.
- (4). From the intersection of Ventura Boulevard and the Ventura Freeway overpass to the western end of Leonora Drive:
On the north sides of Ventura Boulevard and Leonora Drive - 30 feet.
On the south side of Ventura Boulevard and Leonora Drive - 45 feet.
- f. In addition, in the Community Commercial and Neighborhood/Office Commercial Areas, buildings abutting a major or secondary highway may only exceed 30 feet in Height, if, for each 15 foot increment, or portion thereof, above 25 feet, at least a ten foot setback from the roof perimeter is provided.
- g. In addition, in the Regional Commercial area, buildings abutting a major or secondary highway may exceed 45 feet in Height, if, for each 10 foot increment above 45 feet, at least a ten foot setback from the roof perimeter is provided.
2. Exemptions for Mixed-Use Projects in the Regional Commercial Plan Designation area East of the San Diego Freeway.
- a. If at least 25 percent of the floor area of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway is devoted to non-hotel residential uses, then the Applicant may request permission to exceed the height limitation in the underlying height district regulations and in this Specific Plan. However, in no case, shall the Height of a Mixed-Use Project in the Regional Commercial plan designation area east of the San Diego Freeway exceed 87 feet. This application for relief from the height limitation or any appeal from a determination on the application shall be in accordance with the procedures and time limits set forth in Section 8 of this Specific Plan. The application shall be filed at the same time as an application for Project Approval. The filing fee for a Mixed-Use Project application for relief from the height restrictions shall be the same as the fee for conditional use applications as set forth in LAMC Section 19.01 (C).
- b. In order to grant relief from the height limitation, the City Planning Commission shall make the following findings:
- (1). The proposed Project is consistent with the scale and character of the existing neighborhood in terms of Height, location, and orientation of buildings to adjacent residentially zoned parcels and rear yard setbacks.

- (2). The proposed Project will not have a substantial adverse impact on any residence which is within 600 feet from the site of the proposed Project.
- (3). The Height provisions of this subsection shall not apply to the property located at the northeast corner of Topanga Canyon and Ventura Boulevards, which was the subject of actions by the City under CPC No. 29989, C.F. No. 83-0454, Ordinance No. 157,740 and CPC No. 86-609GPA.

E. Parking. Notwithstanding any less restrictive provisions of LAMC Section 12.21 A 4(c) to the contrary, the following parking provisions shall apply in the Specific Plan area:

1. Parking Requirements.

- a. For commercial uses, other than offices, at least one parking space for each 250 square feet of floor area.
- b. For general offices, at least one parking space for each 300 square feet of floor area.
- c. For restaurants, at least one parking space for each 100 square feet of floor area.
- d. For hotels and motels, at least one parking space for each guest room.
- e. For hospitals, at least 2.5 parking spaces for each bed.
- f. For auditoriums, convention facilities, theaters, churches, general auditorium stadiums or other similar places of assembly, at least one parking space for every two seats. Where there are no fixed seats, there shall be at least one parking space for each 21 square feet of floor area (exclusive of stage).
- g. For child care facilities, preschools, and all other elementary and secondary schools, at least one parking space for each 300 square feet of floor area.
- h. In addition to the requirements of LAMC Section 12.23 C 2, if a Project consists of a change of use or an addition to an existing building or structure, then the parking requirements of this paragraph shall apply only to:
 - (1). The square footage of floor area devoted to the change of use;
 - (2). The square footage of floor area contained within the addition to the existing building or structure; and
 - (3). The square footage of any remodeling if cumulatively over a five year period, it involves an area in excess of 50% of the building area.

2. Public Parking Facilities.

If there is a municipal off-street parking facility within 1500 feet of a Project or within a Pedestrian Oriented Area which can be shown by the Applicant as providing parking for a Project, then the Applicant may apply to the City

for relief from the parking requirements in Paragraph 1 above. Such an application will be reviewed by the Departments of City Planning and Transportation to determine if the Project is eligible for a reduction of the required number of parking spaces. Prior to any approval of this reduction, the Department of Building and Safety shall require covenants in conformance with LAMC Section 12.26 E 5. The Departments may only grant a reduction of up to one-third of the required number of parking spaces. If a reduction in the number of parking spaces is approved for the Project by the General Manager of the Department of Transportation and the Director of Planning, then the Applicant shall pay a one-time fee equal to \$25,000 per parking space reduced, sufficient to pay for the new construction of parking spaces in a comparable municipal parking facility in the Specific Plan area. This fee shall be calculated and adjusted annually by the Department of Transportation to reflect the cost of providing replacement parking. The fees shall be added to the Community's Revenue Fund.

3. **Off-Site Valet Parking.** If an Applicant wishes to utilize valet parking to meet the parking requirements of LAMC Section 12.21 A and/or this subsection, then the Applicant shall submit an application to the Department of City Planning for approval of valet parking under the Specific Plan Project Approval Process set forth in Section 8 of this Plan. The application shall include a map of where vehicles will be parked off-site. Prior to Department of City Planning approval of valet parking, the valet parking plan, including the accompanying map, shall be recorded as a Covenant and Agreement. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit. Valet parking lots shall comply with all applicable LAMC provisions.

Section 8. PROJECT APPROVAL. No building, foundation, sign or grading permit for a Project shall be issued until the Project has received a Project Approval pursuant to this Section.

- A. **Project Approval Process.** Applicants shall submit an application to the Director of Planning for Project Approval for a determination that the proposed Project meets the Design Guidelines and requirements of Sections 5, 6, 7, and 10 and that the Department of Transportation has determined in writing that the Project is in compliance with the requirements of Section 9 of this Specific Plan.

1. **Application.** All applications for Project Approval shall be submitted with applicable fees to the Director for review and a determination. Applications shall be deemed complete only if all the following are included with the applications:
 - a. Plot Plans.
 - b. Landscape and irrigation drawings which show the placement and size of all trees, shrubs, and ground cover and the botanical and common names of all plants.
 - c. Building elevations shall be provided (at a scale of 1/8" = 1') showing building Height, architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also include an illustration of shadow impacts on December 22.
 - d. A sign plan shall be provided for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods of the proposed sign.
 - e. Samples of exterior building materials and/or sign construction materials, photographic renderings, view analysis, three dimensional models and other information shall be provided as required by the Director.
2. **Action of the Director.** Upon application for Project Approval, the Director, shall approve, disapprove, or approve the Project with modifications. If the Director determines, based on the recommendation of the Department of Transportation, pursuant to Subsection 9 A 2, that it is feasible to develop a smaller Project or a Project with limitations on uses which would result in a reduction of transportation impacts to a level of insignificance, then the Director may require limitations on size or uses in the Project Approval process.

The Director shall forward a copy of the determination with findings to the Department of Building and Safety within 30 working days following receipt of the application or within such additional time as mutually agreed upon in writing between the Applicant and the Director.

3. **Appeals.** The Applicant may appeal the decision of the Director to the City Planning Commission. This appeal shall be in writing upon forms provided by the Department of City Planning. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 15 days from the date of mailing of the Director's determination. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 2 through 7.

B. Design Guidelines. Until such time that the City Planning Commission adopts a resolution containing new design guidelines for the Ventura/Cahuenga Boulevard Corridor Specific Plan area, City staff shall utilize the design review principles in Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," for Project Approval. Any new design guidelines adopted by the City Planning Commission shall address the following design categories:

1. Compatibility between the proposed Project, the current streetscape plan and existing development in the area.
2. Flexibility in implementing guidelines to avoid excessive architectural uniformity.
3. Detail and Ornamentation.
4. Decorative Roofs.
5. Compatibility of Colors.
6. Compatibility of Materials.
7. Application of Glass.
8. Walls.

C. Fees.

1. The filing fee for Project Approval shall be the same as the fee for "Application For Specific Plan Design Review" as set forth in LAMC Section 19.01(P).
2. The fees for appeals shall be the same as the fees in LAMC Section 19.01 J.

Section 9. TRANSPORTATION IMPACTS MITIGATION.

A. Individual Project Mitigation. No building, grading, or foundation permit shall be issued for any Project unless the Department of Transportation has determined in writing that the Project is in compliance with the requirements of this Subsection.

1. **Review of The Transportation Impacts of Each Project.** Prior to the issuance of a grading permit or building permit, the Applicant shall:
 - a. Submit the Project plans to the Department of Transportation for its review of the number of Trips to be generated by the Project.
 - b. Make any required street and highway dedications if the Project is located within 370 feet, as measured from the lot line, after dedications, of any intersection identified in Appendix V. Prior to the issuance of any certificate of occupancy, the Applicant shall have completed any required transportation mitigation, including street and highway improvements. For the purposes of this subparagraph, the procedures in LAMC Section 12.37 shall be followed. Notwithstanding LAMC Section 12.37 H, the street improvement standards contained in Appendix V shall be utilized, to the extent feasible, for any improvements of streets

listed in that Appendix. The appeal procedure described in LAMC Section 12.37 I may also be used for review of improvements required pursuant to this section on the basis of claims that the requirements pose an unreasonable hardship or violate any person's constitutional rights.

- c. Record a covenant and agreement acknowledging that the Applicant will implement the transportation mitigation measures imposed by the Department of Transportation pursuant to this subsection. These measures shall include compliance with South Coast Air Quality Management District (SCAQMD) Regulation XV (Rules 1501-1504), amended May 17, 1990. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning, and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.
 - d. Execute and record a covenant and agreement acknowledging that the Applicant shall provide in all leases a covenant requiring all lessees to participate in transportation programs required by the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.
 - e. Pay to the Department of Transportation, the Project Impact Assessment Fee which the Department will deposit into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund, as calculated by the Department of Transportation in accordance with the provisions of Section 9 C.
2. **Project-Related Traffic Impact Mitigation.** Prior to the issuance of a building, foundation or grading permit, the Applicant shall comply with the following regulations:
 - a. **All Projects.** The Applicant shall obtain a Traffic Assessment of the Project from the Department of Transportation. If the Department determines, based on the Traffic Assessment, that there may be potentially

Significant Transportation Impacts on adjacent intersections or streets caused by the Project, then the Applicant shall provide a Traffic Study for the Project. Upon receipt and review of the Traffic Study, the Department of Transportation shall require the Applicant, at the Applicant's cost, to: 1) implement traffic and parking mitigation measures of Significant Transportation Impacts; and 2) implement transportation programs for adjacent intersections and streets. The Department of Transportation may impose transportation mitigation measures on each Project. If the Department determines that the proposed mitigation measures are not adequate to reduce the impacts to a level of insignificance, then the Department may recommend a reduction in size or a limitation on uses to the Director of Planning to be used in the Project Approval process.

- b. **Projects with More than 200 Net New Trips.** In addition to the requirements applying to all Projects, the Department of Transportation may require Applicants to submit a Phasing Program for Projects which generate more than 200 Net New Trips. The Department of Transportation may require the Applicant, upon receipt and review of the proposed Phasing Program, to implement the recommendations of that proposed program. The Department of Transportation shall not approve any subsequent phase of a Project until the Department, with the concurrence of the Department of City Planning, is satisfied that the transportation impacts of the prior phase have been adequately mitigated.

B. Project Trip Calculation Procedures.

1. **Project Trip Generation Calculations.** The Department of Transportation shall calculate Trips based on Trip Generation Formulas By Land Use in Appendix II and from related technical references from the Institute of Traffic Engineers. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation. The Department of Transportation shall establish the number of Trips for a Project. Where a Project has more than one use, the Trips shall be calculated by adding together the Trips generated by each use proportionate to the floor area of the Project devoted to each use. When a Project includes a use not listed in Appendix II, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.
2. **Shopping Centers.** For new Shopping Centers which will contain one or more restaurants, a

Covenant and Agreement shall be required, prior to the issuance of a building permit for the building, which indicates the percentage of floor area to be devoted to restaurants. This figure will be utilized by the Department of Transportation in determining the Project's overall number of Trips and by the Department of Building and Safety in determining the number of required parking spaces, based on the total allowable area for restaurants. Restaurants shall not be permitted within Projects for which a Covenant and Agreement was not filed. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

C. Project Impact Assessment Fees.

1. **Fee Amount for Each Community.** The Project Impact Assessment Fees for Net New Trips generated by a Project after November 9, 1985 are as follows:
 - a. Studio City: \$3,885 per Net New Trip.
 - b. Sherman Oaks: \$4,277 per Net New Trip.
 - c. Encino: \$4,277 per Net New Trip.
 - d. Tarzana: \$4,153 per Net New Trip.
 - e. Woodland Hills: \$2,496 per Net New Trip.
2. **Annual Indexing.** In order that the Project Impact Assessment Fee levied pursuant to this Specific Plan keep pace with the cost of the improvements and services associated with Trip reduction, the fee shall be periodically increased (or decreased) as follows:
 The Project Impact Assessment Fee shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the City Building Cost Index as determined by the Department of Transportation. To reflect this revised Project Impact Assessment Fee, a new Project Impact Assessment Fee table shall be published by the Department of Transportation before December 31 of each year and this table shall automatically supersede the table in Paragraph 1 above. If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Project Impact Assessment Fees.

3. **Interim Control Ordinance Projects Subject to Project Impact Assessment Fee.** Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313) shall be subject to the Ventura/Cahuenga Boulevard Corridor Specific Plan's Project Impact Assessment Fee.
 - a. The Department of Transportation shall calculate the amount that each Interim Control Ordinance Applicant shall be charged based on Trips calculated by the Department of Transportation. The Trips will be calculated based on Subsection B 1 and the fees based on Subsection C 1.
 - b. If a person received an approval for a Project pursuant to the procedures set forth in Ordinance Nos. 165,290, 162,907, 160,406 and 160,154 and signed a covenant and agreement promising to pay the Transportation Impact Assessment Fee, then that person or any successor in interest shall pay this amount in one lump sum or in three equal, annual payments beginning February 1 following the effective date of the Specific Plan.
4. **Projects Entitled To A Full Exemption From Project Impact Assessment Fees.** The following Projects shall be exempt from the Project Impact Assessment Fees:
 - a. Supermarket. The first cumulative 25,000 square feet of additional floor area devoted to Supermarket use in each community.
 - b. Gas Stations. The first two gas stations in each community beyond the number in existence on the effective date of this Specific Plan. This exemption shall not apply to facilities which include on-site body work or Convenience Markets.
 - c. Floor area used for day care centers.
 - d. The floor area used for governmental offices or for nonprofit social service facilities which service the general public. The Director shall adopt guidelines for approval by the City Planning Commission defining the category of nonprofit social service facility. These facilities shall house programs which serve the unemployed, indigent and disabled.
 - e. The square footage used for publicly accessible meeting rooms, excluding those in hotels and motels.
 If an Applicant applies for an exemption pursuant to this subparagraph, the Department of City Planning shall make a determination as to eligibility for this exemption from the requirement to pay the Project Impact Assessment Fee and transmit that determination to the Department of Transportation. However, this provision shall cease to have any force and effect

after exemptions have been granted for Projects which have exceeded 1466 Net New Trips (5 percent of permitted Net New Trips).

If a land use (listed above) entitled to an exemption is changed to a use not entitled to an exemption, then the new use will be charged a Project Impact Assessment Fee as a condition of Project Approval, based on Net New Trips calculated from use on November 9, 1985.

5. **Partial Fee Exemptions.**

- a. **Mixed-Use Projects In The Community Commercial And Regional Commercial Plan Designations.** If the Department of Building and Safety determines that a proposed development is a Mixed-Use Project, then the Department shall transmit that determination to the Department of Transportation which shall exempt the residential portion of the Project from the requirement to pay the Project Impact Assessment Fee. In cases where the residential uses constitute more than 25 percent of the total floor area of the Project, only the residential amount up to and including 25 percent of the total floor area will be exempted from the Project Impact Assessment Fee.
- b. **Pedestrian Oriented Areas.** Floor area devoted to retail or Pedestrian Serving Uses, when placed at the Ground Floor in Pedestrian Oriented Areas, will be exempt from the Project Impact Assessment Fee. Any application to the Department of Building and Safety for this exemption shall be accompanied by a covenant and agreement guaranteeing that the Ground Floor be restricted for retail or Pedestrian Serving Uses. If the Department determines that the Project is eligible for this exemption, it shall transmit its determination to the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

D. **Findings for Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for any Community-wide or Corridor-wide improvements or services listed in Paragraph F, so long as the General Manager of the Department of Transportation makes the following findings based on substantial evidence:

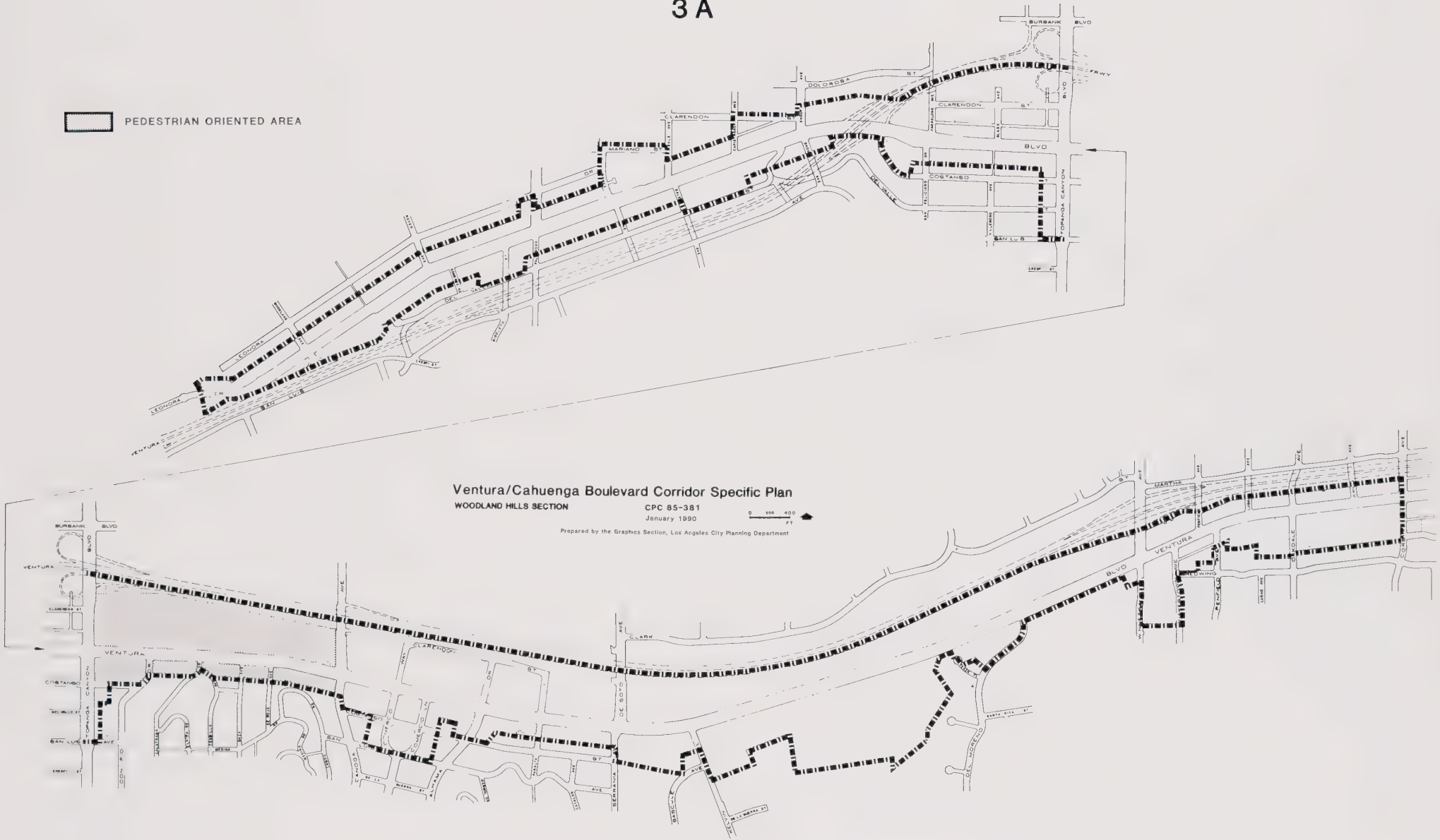
1. The improvement or service to be funded will mitigate the adverse impacts of the proposed Project or benefit the owners, occupants, employees and patrons of that Project;
2. The improvement or service to be funded does not involve maintenance of existing facilities; and
3. The improvement to streets to be funded to streets is made only to public streets and highways, not to private streets or alleys or state freeways.

E. **Proposed Community-Wide and Corridor-Wide Improvements and Services.** The following are the proposed Community-Wide and Corridor-Wide Improvements and Services:

1. Minibus, jitney or local shuttle in the Specific Plan area;
2. Peripheral parking lots or structures in the Specific Plan area;
3. Intersection Improvements by Community - The priority of construction within each Community will be determined by the Departments of Transportation and City Planning after considering input from the Plan Review Board:
 - a. **Studio City.**
Barham Boulevard & Cahuenga Boulevard (West)
101 Ramps, Regal Place & Cahuenga Boulevard
Lankershim Boulevard & Ventura Boulevard
Vineland Avenue & Ventura Boulevard
Tujunga Avenue & Ventura Boulevard
Colfax Avenue & Ventura Boulevard
Laurel Canyon Boulevard & Ventura Boulevard
Coldwater Canyon Avenue & Ventura Boulevard
 - b. **Sherman Oaks.**
Woodman Avenue & Ventura Boulevard
Beverly Glen Boulevard & Ventura Boulevard
Van Nuys Boulevard & Ventura Boulevard
Kester Boulevard & Ventura Boulevard
Sepulveda Boulevard & Ventura Boulevard
 - c. **Encino.**
101/405 Ramps, Sherman Oaks Avenue & Ventura Boulevard
Hayvenhurst Avenue & Ventura Boulevard
Balboa Boulevard & Ventura Boulevard
White Oak Avenue & Ventura Boulevard
 - d. **Tarzana.**
Lindley Avenue & Ventura Boulevard
Reseda Boulevard & Ventura Boulevard
Wilbur Avenue & Ventura Boulevard
Vanalden Avenue & Ventura Boulevard
Tampa Avenue & Ventura Boulevard
Corbin Avenue & Ventura Boulevard
 - e. **Woodland Hills.**
Winnetka Avenue & Ventura Boulevard
Canoga Avenue & Ventura Boulevard
DeSoto Avenue & Ventura Boulevard
Topanga Canyon Boulevard & Ventura Boulevard

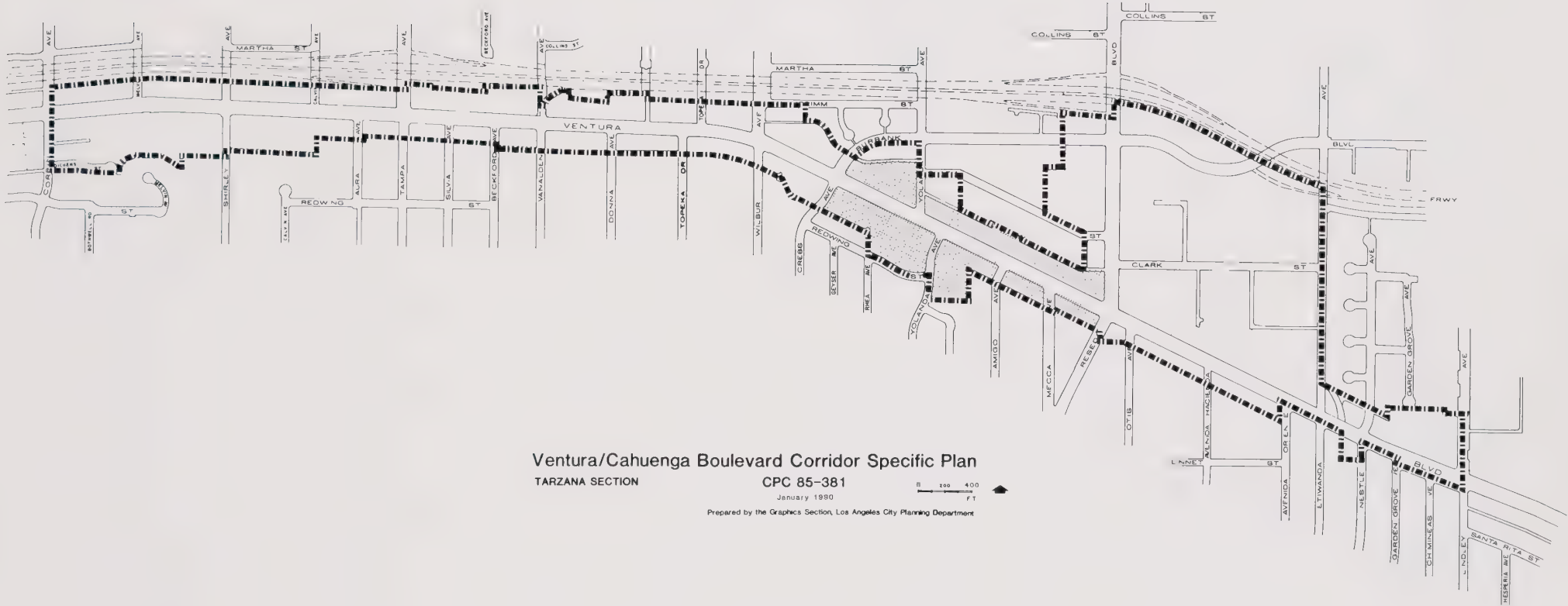
PEDESTRIAN ORIENTED AREAS 3A

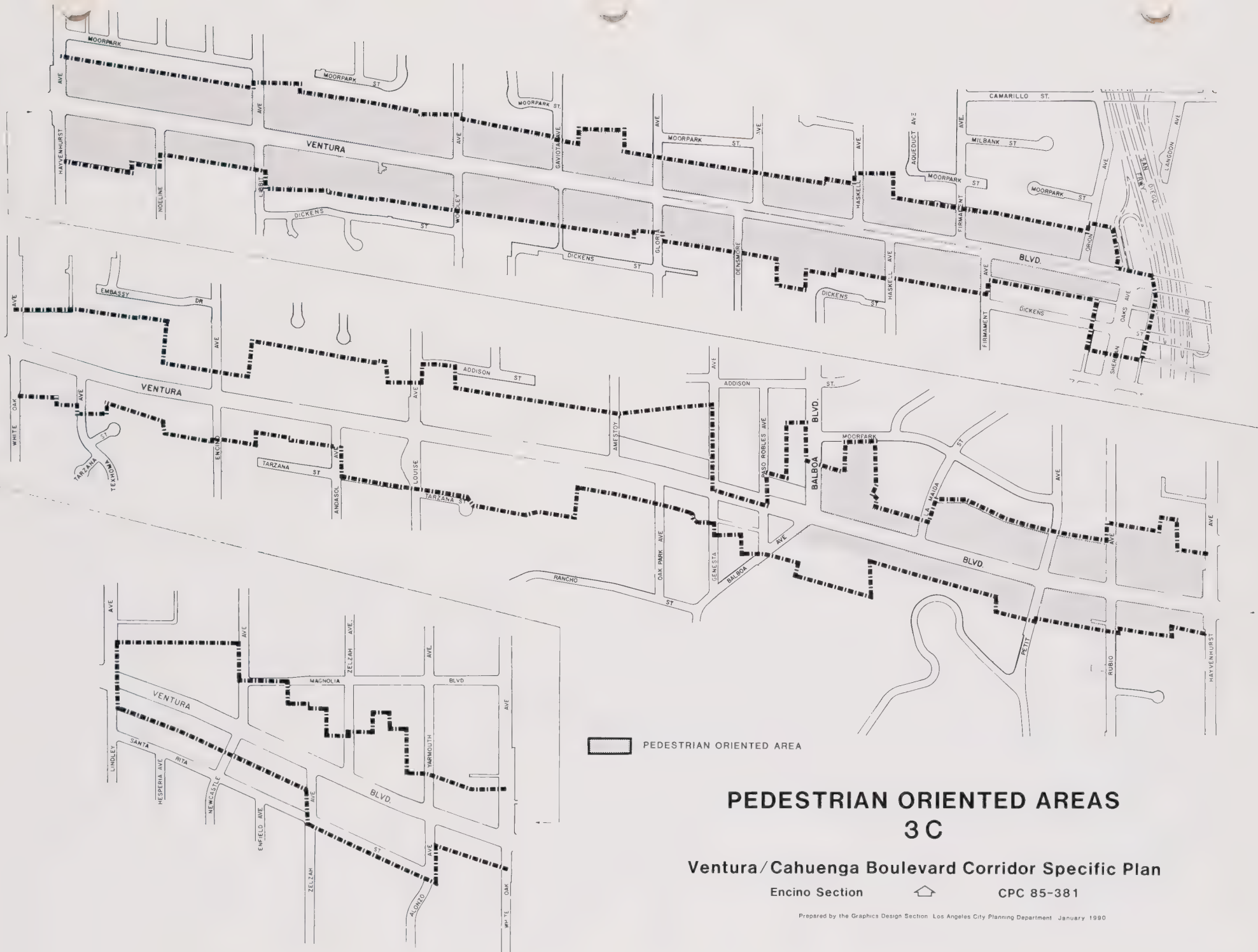
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PEDESTRIAN ORIENTED AREAS 3B

 PEDESTRIAN ORIENTED AREA





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PEDESTRIAN ORIENTED AREA



CPC 85-381

January 1990

Prepared by the Graphics Section, Los Angeles City Planning Department



PEDESTRIAN ORIENTED AREA

PEDESTRIAN ORIENTED AREAS 3E

Ventura/Cahuenga Boulevard Corridor Specific Plan
STUDIO CITY SECTION CPC 85-381

Prepared by the Graphics Section, Los Angeles City Planning Department



101 Ramps near Shoup Avenue & Ventura Boulevard
Fallbrook Avenue & Ventura Boulevard
101 Ramps, Woodlake Avenue & Ventura Boulevard

4. The City's costs of administering the Ventura/Cahuenga Boulevard Corridor Specific Plan.
5. Streetscape improvements in Pedestrian Oriented Areas.

F. **Transportation Demand Management.** No certificate of occupancy shall be issued unless the Applicant executes and records a covenant and agreement guaranteeing compliance with the South Coast Air Quality Management District (SCAQMD) Regulation XV (Rules 1501-1504), amended May 17, 1990, which regulation includes a requirement for TDM, and submits a certified copy to the Department of Transportation. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation.

Section 10. **SIGN REGULATIONS.** The Department of Building and Safety shall not issue a permit for a sign unless the sign complies with this section. All signs shall comply with the provisions of LAMC Chapter II, Article 8, Section 28.00, et seq.; Chapter VI, Article 7, Section 67.00, et seq.; and Chapter IX, Article 1, Division 62.

A. **Prohibited Signs.** In addition to the signs otherwise prohibited in the LAMC, the following signs are prohibited:

1. Portable Signs.
2. Signs on free-standing walls, except directional signs for parking.
3. Off-site commercial signs, except that existing legally erected off-site commercial signs may be replaced on the same or a new site provided that the location and sign otherwise meet all current ordinance requirements of Division 62 Signs, Section 91.6220 Off-site Signs.
4. Window signs, except store names, store hours, security signs, logos, and holiday paintings, provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday.
5. Pole signs in the Regional and Community Commercial plan designation areas and on any corner lot in the Neighborhood/Office Commercial plan designation area.

B. **Number of Signs.**

1. A maximum of one sign is permitted on that portion of a building fronting on Ventura Boulevard or Cahuenga Boulevard, provided the

sign conforms to the provisions of Subsection D below. This limitation shall not apply to wall signs.

2. A maximum of one sign is permitted on that portion of a building facing an alley or street other than Ventura or Cahuenga Boulevards, or facing a parking lot, provided the sign conforms to the provisions of Subsection D below.

C. **Further Sign Regulations.**

1. **Regional and Community Commercial Areas.**

a. **Wall Signs.**

- (1). **Area.** Notwithstanding LAMC Section 91.6209(a)(1),(2) and (4) to the contrary, the sign area of any wall sign shall not exceed two square feet for each one foot of lot frontage.
- (2). **Projections.** Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

b. **Monument Signs.**

- (1). **Number of Signs.** Notwithstanding LAMC Section 91.6207 (b) to the contrary, no more than one monument sign shall be permitted for each lot.
- (2). **Landscaping.** Monument signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.
- (3). **Height.** Notwithstanding LAMC Section 91.6207 (c) to the contrary, no monument sign may exceed six (6) feet in Height measured from grade.

c. **Projecting Sign.**

- (1). **Number of Signs.** No more than one projecting sign shall be permitted for each building.
- (2). **Area.** Notwithstanding LAMC Section 91.6208(b)(1) to the contrary, the sign area of a projecting sign shall be limited to 16 square feet.
- (3). **Location.** Projecting signs may only be placed at a public entrance to a building where the entrance fronts on a public street, private walkway, plaza, or alley.
- (4). **Height.** No projecting sign shall extend above the lowest point of the roof eave visible from the street.
- (5). **Projections.** Notwithstanding LAMC Section 91.6208 to the contrary, no projecting sign shall project more than 18 inches from the building face or a distance from the building face equal to one-half of the width of the adjacent public sidewalk or walkway, whichever is less.

d. **Temporary Signs.**

- (1). **Construction Signs.**

- (a). **Number of Signs.** No more than one non-illuminated construction sign (a temporary sign announcing and identifying a future use or Project under construction) shall be permitted for each lot frontage for which a building permit has been issued for a Project on the lot. Construction signs are permitted on a temporary basis only and notwithstanding LAMC Section 91.6215 to the contrary, shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the Project, whichever is sooner.
- (b). **Area and Height.** Construction signs shall not exceed 25 square feet in sign area and 15 feet in Height.
- (2). **Holiday Decoration.** Holiday decorations or signs shall be permitted, provided they are not posted more than 30 days preceding the holiday and are removed within ten days following the holiday.
- (3). **Real Estate Signs.**
 - (a). **Limitation.** Real Estate Signs shall be limited to temporary non-illuminated signs which pertain to rent, lease, or sale of property only.
 - (b). **Area.** Real estate signs shall not exceed five square feet in sign area.
 - (c). **Height.** Real Estate signs shall not exceed a Height of six feet above the ground level or adjacent sidewalk.
 - (d). **Location.** On vacant lots, real estate signs shall be located not less than five feet from the front property line.
- (4). **Store Hours Signs.** Store Hours Signs shall be permitted so long as they are placed in the front door or window closest to the front door and do not exceed three square feet in area.
- (e). **Time and Temperature Signs.** Any time and temperature sign which is not placed on a building roof, shall be permitted, provided it has no blinking lights, includes no advertising, the face of the sign is no larger than 16 square feet in area, and the sign conforms to the requirements for projecting signs.
- 2. **Neighborhood/Office Commercial Plan Designation Areas.**
 - a. The regulations in Subsection C 1 above are applicable in Neighborhood/Office Commercial plan designation areas. However, pole signs shall be permitted as described below.

- b. **Pole Signs.**
 - (1). **Number of Signs.** No more than one pole sign for each lot shall be permitted. For Shopping Centers, only one pole sign per lot frontage shall be permitted, regardless of the number of individual lots in the Shopping Center.
 - (2). **Area.** Notwithstanding LAMC Section 91.6211(b)(1) or (2) to the contrary, no pole sign shall exceed 35 square feet in sign area, for each face of the sign.
 - (3). **Location.** No pole sign shall be permitted on corner lots.
 - (4). **Height.** Notwithstanding LAMC Section 91.6211(d)(1),(2) or (3) to the contrary, no pole sign shall be greater than 20 feet in Height.
 - (5). **Landscaping.** Pole signs shall be located in landscaped areas which are equal to or greater in area than the dimensions of the face of the sign.

D. **Exceptions.** The provisions of this Section shall not apply to any sign required by law or by a governmental agency.

E. **Amortization of Signs.**

- 1. All signs rendered nonconforming by this Section shall be completely removed from the specific plan area within five years from the effective date of this ordinance; provided, however, that a funding source is established for the purpose of paying just compensation to the owner of the sign. This provision shall not apply to a sign which qualify as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.
- 2. If a nonconforming sign has been damaged or partially destroyed by fire, flood, earthquake or other natural disaster, to the extent of more than 50 percent of its replacement value at the time of the damage or destruction, the damage or destruction is other than facial copy replacement, and the sign cannot be repaired within 30 days of the date of the damage or destruction, then the sign shall be totally removed within 45 days of the date of the damage or destruction.
- 3. Ninety days after the cessation of a business activity, service or product, whose sign was lawfully erected, any related signs shall be removed, or the face of the sign shall be removed and replaced with blank panels or shall be painted out. This provision shall not apply to a sign which qualifies as an "advertising display" as defined in Section 5202 of the State of California Business and Professions Code.

Section 11. PUBLIC RIGHT-OF-WAY-IMPROVEMENTS.

A. **Interim Streetscape Plan.**

1. Until such time as a revised streetscape plan for the Specific Plan area is adopted, the Envicom Corporation's August 1989 report entitled, "Ventura-Cahuenga Boulevard Corridor Specific Plan Study: Urban Design Recommendations," shall be the interim streetscape plan for the Specific Plan area.
2. In granting a zone change, height district change, variance, or conditional use permit within the Specific Plan area, the City may, to the extent otherwise permitted by law, include requirements to encourage pedestrian alternatives to automobile driving. These requirements may include a program of urban design improvements based on the interim streetscape plan described above or when the revised streetscape plan described below is adopted, based on that plan. These improvements are intended to differentiate each of the five communities in the Specific Plan area, and within each community, the different commercial land use designations shown on each District Plan map.
3. This interim streetscape plan shall be used by the Department of City Planning to review the design of private Projects and to the extent permitted by law, by all agencies of the City when reviewing public improvements in the Specific Plan area.

B. Revised Streetscape Plan. Within five years after the adoption of this ordinance, the Department of City Planning, after consultation with the Plan Review Board, and with the approval of the Board of Public Works and Board of Cultural Affairs, shall prepare a detailed streetscape plan for each Specific Plan community. These streetscape plans shall be effective when approved by resolutions of the City Planning Commission, Board of Public Works, and Board of Cultural Affairs. The revised streetscape plans shall have the same purposes as the interim streetscape plan. The permanent streetscape plans shall also identify responsible parties, implementation processes, schedules, and funding mechanisms.

To the extent feasible, the revised streetscape plans shall incorporate the following provisions:

1. **Street Trees.**
 - a. Street trees shall be of at least a 36 inch box size at the time of planting. All street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance. In selecting types of trees and standards for spacing between trees, such factors as the appearance, shade producing quality, smog tolerance, irrigation requirements, and ability to withstand high winds shall be considered. The streetscape scheme for each community will include a detailed public landscaping plan, including a list of recommended trees.

- b. Clusters of accent trees for architectural treatment shall be provided at key entries, intersections, or activity centers to identify these as special places in the Specific Plan area when to do so will not obstruct corner visibility.
 - c. **Palm Trees.** The revised streetscape plan shall incorporate palm trees on Ventura Boulevard in Studio City between Carpenter Avenue and Whitsett Avenue.
2. **Planter Boxes.** Planter boxes and other landscaping shall be installed along the sidewalks and plazas where there is sufficient width to maintain and encourage the flow, as well as safety of pedestrians. The placement of these planter boxes shall be approved by the appropriate City agencies. Planter boxes shall be built in a sturdy manner and utilize common materials and colors. Sand blasted or textured concrete with tile or color accents may be considered.
3. **Sidewalks.** Sidewalks, crosswalks and related pedestrian elements shall comply with Title 24 of the State of California Code of Regulations and the standards of the Department of Public Works, Bureau of Engineering and the Department of Transportation regarding design and width. They should be paved to create a distinction between each of the five communities in the Specific Plan area. Their design shall incorporate the use of texture, pattern, and may incorporate color. Aggregate, sandblasted, or scored concrete and brick pavers are examples of materials which may be used. The design may vary patterns to emphasize key locations (i.e., transit stops and approaches to street crossings). Materials shall be slip resistant and shall not constrain use by the visually impaired or person using wheelchairs. At intersections, crosswalks shall be paved to provide pedestrian continuity linking the sidewalks. The selected sidewalk materials and design shall be continued in the crosswalks, subject to the approval of the City Engineer.
4. **Street Furniture and Implementation Program.** The streetscape plan required to be prepared for each community in order to create an attractive pedestrian environment shall include program and funding mechanisms, and include provisions for the following elements: benches, graffiti control, hanging planters, lighting, news racks, trash receptacles, as well as the funding of both off-site sign amortization and placing utility wires underground.

Section 12. PLAN REVIEW.

A. Ventura Boulevard Plan Review Board. Upon adoption of this ordinance, the City Council and Mayor shall appoint members of a Ventura/Cahuenga Boulevard Corridor Plan Review Board as set forth in Paragraphs 2 and 4 below.

1. **Authorities and Duties of the Plan Review Board.**
 - a. Make recommendations to the Director and the General Manager of the Department of Transportation concerning the development and implementation of the Specific Plan. To assist in this process, the Plan Review Board will meet with city staff for presentation and review of the staff's annual Specific Plan report.
 - b. Make recommendations to the Director and the General Manager of the Department of Transportation regarding the priorities and timing of intersection improvements in the Specific Plan area.
 - c. Make recommendations to the Director on the development of revised design guidelines and a revised streetscape plan for each community to encourage pedestrian activity as set forth in Section 11 B of this Specific Plan.
 - d. Make recommendations to the Director at the Director's request on specific Plan related items.
2. **Composition of the Plan Review Board.** The Plan Review Board will consist of 13 voting members. Two members shall be appointed by each of the six Councilpersons of the Council Districts in which the Specific Plan area is located. In the case of communities located in more than one Council District, each Councilmember will select a Plan Review Board member from each community. In addition, one member shall be appointed at-large by the Mayor.
3. **Quorum/Action.** The presence of seven voting members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared.
4. **Terms.** With the exception of the original 13 members as noted below, members of the Plan Review Board shall be appointed for terms of three years, with only one three year extension permitted, if the Councilperson, or the Mayor for the at-large member, so chooses. Of the original 13 members, seven shall be appointed for a three year term, and six for a two year term, thus staggering the terms.
5. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilperson, or the Mayor for the at-large member, shall make an interim appointment of a person to fill out the unexpired term of the member.
6. **Meeting Schedule.** The Plan Review Board meeting schedule shall be set by the Departments of City Planning and Transportation.

B. **Periodic Review of the Specific Plan.**

1. **Annual Review of the Specific Plan.** The Department of City Planning and Department of Transportation shall jointly prepare an annual review of the Specific Plan addressing issues of plan implementation, including the transit program and plan financing. This annual report shall be prepared with consideration of any recommendations made by the Plan Review Board and submitted to the City Planning Commission and the City Council.
2. **Specific Plan Restudy.** At such time that 10,000 Net New Trips (approximately one-third of the total allowable Trips) are permitted within the Specific Plan area in addition to the Trips existing as of November 9, 1985, the effective date of Ordinance No. 160,406, the Ventura/Cahuenga Interim Control Ordinance, a restudy of all aspects of the Specific Plan shall be jointly undertaken by the Department of City Planning and the Department of Transportation. The costs of administering and implementing the infrastructure improvements of the plan, as well as a recalculation of the number of remaining Trips which can be absorbed by the Boulevard with extensive mitigation, shall be included in the restudy.

Section 13. **ALLEY VACATIONS.** Vacation of any alley within the Specific Plan area shall be in accordance with LAMC Section 15.00. A public hearing before either the City Planning Commission or the City Council shall be provided prior to any City Council action to vacate an alley. The Departments of City Planning and Transportation shall make recommendations to the City Planning Commission and the City Council as to any proposed alley vacations. In recommending an approval, the Departments shall find that: 1) the alley is not necessary for present or prospective public use; 2) the alley is not needed for vehicular circulation or access; 3) the alley is not needed for non-motorized transportation facilities; and 4) the proposed alley vacation is consistent with the general plan.

Section 14. **OWNERS ACKNOWLEDGMENT OF LIMITATIONS.** The Department of Building and Safety shall not issue any building, foundation, sign or grading permit for construction upon any property within the Specific Plan area until such time as the owners of the property have executed and recorded a covenant and agreement acknowledging the contents and limitations of this Specific Plan. The covenant and agreement shall run with the land. It shall be binding on future owners, successors, heirs, or assignees of the owners. It shall be executed by all fee owners of the property, approved by the Department of City Planning and then recorded with the County Recorder and a certified copy delivered to the Departments of City Planning, Building and Safety and Transportation prior to the issuance of any building permit.

Section 15. **SEVERABILITY.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise

invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provisions, clause or application, and, to this end, the provisions and clauses of this ordinance are declared to be severable.

Section 16. **REPEAL OF THE ENCINO SPECIFIC PLAN.**
Ordinance No. 153,852 is hereby repealed.

(d\cc\Ventura.1)

PART 5

VENTURA/CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN ORDINANCE 166,560 EFFECTIVE FEBRUARY 16, 1991

ADMINISTRATIVE RESPONSIBILITIES

Step 1. Buy and review a copy of the Specific Plan Ordinance (No. 166,560) and amendments (No. 166,558) at the City Clerk's Office at Room 395, City Hall, 200 N. Spring Street, Los Angeles, or at City Planning Van Nuys' Public Counter, 6251 Van Nuys Boulevard, Van Nuys. Obtain and review copy of the Specific Plan's Procedures Manual. It is available at the West Valley Office of the Department of Transportation, 19040 Vanowen Street, Reseda, as well as at City Planning's Van Nuys' Public Counter.

Step 2. For optional consultation, contact the Departments of Transportation (DOT) and City Planning (DCP) before building plans are completed. Typical issues addressed are trip calculations (DOT), trip fees (DOT), building requirements (DCP), and design review (DCP).

Step 3. Submit project plans to Building and Safety.

Bring copy of plans submitted to Building and Safety to Transportation and City Planning for their review. If these departments are contacted prior to entering Plan Check, the Project's Plan Check No. must be provided when it becomes available. Furthermore, if Plan Check requires corrections which change the Project's design or floor area, a copy of the corrected plans must be resubmitted to these Departments for their final clearances.

Step 4. Present Project plans and other documentation required or requested by the DOT to the West Valley office of the Department of Transportation for their clearance.

Record and submit the Specific Plan Covenant and Agreement, with all required conditions to.

Transportation Planning Bureau
19040 Vanowen Street
Reseda, California 91335
Tel. 818/376-6929

Step 5. Present your building permit application to the City Planning Public Counter at City Hall, Room 460, or 6251 Van Nuys Boulevard in Van Nuys to obtain a City Planning Work Sheet. This sheet will identify all clearances required within the City Planning Department, as well as the individual who must be contacted for this clearance.

Step 6. Present your work sheet, project plans, and other documentation required or requested by the Department of City Planning to the Van Nuys office of City Planning's Neighborhood Planning Division for City Planning's

clearance of the Specific Plan. Record and submit the Specific Plan Covenant and Agreement with all required conditions. At this point City Planning will sign the Worksheet and permit application and stamp and sign-off on plans.

Neighborhood Planning Division
6255 Van Nuys Boulevard
Van Nuys, California 91411
Tel. 818/989-8440

Step 7. Based on the fees calculated by the DOT in Step 4, pay the Transportation (Project) Impact Assessment Fees (to the DOT cashier at City Hall, Room 1200). At this point the West Valley Office of the DOT will sign permit applications and stamp plans.

Step 8. Return plans incorporating all corrections required by Building and Safety, Transportation, City Planning, including stamps from Transportation and City Planning, and the signed off building permit application to the Department of Building and Safety.

Step 9. Pay all Building and Safety processing fees to obtain your Building Permit.

Applicant

DEFINITION: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, foundation permit, grading permit, or sign permit for a Project.

1. Deliver Project plans to the Department of Building and Safety, and submit plans into Plan Check.

A. At this point, or when Plan Check is completed, contact the West Valley Office of the Department of Transportation in Reseda for an appointment. Their telephone number is 818/376-6929, and their address is 19040 Vanowen Street. They will assign you an appointment time and indicate what additional material you may need to furnish them.

B. Simultaneous to, or after a copy of the plans are submitted to the Department of Transportation, applicants first go to City Planning's Public Counter in Van Nuys, 6251 Van Nuys Boulevard, where they are issued a City Planning Work Sheet. This work sheet will identify all Ordinances or other discretionary actions which require a clearance from City Planning. The name of the regulation, the corresponding Building and Safety Zoning Information Number, the name of the City Planning staff person who can clear the regulation, and his/her location are listed on the worksheet.

C. After receiving a City Planning Work Sheet, applicants then telephone the Neighborhood Planning Divisions at 818/989- 8440 for a Specific Plan clearance appointment. All Projects require a \$290 processing fee. In general, wall signs can be approved over the counter, while all other clearances require a submission of materials. The exact list of materials which must be submitted for the clearance is included in Form 1 of the Procedures Manual, and repeated below.

IN ADDITION TO COMPLETING THE APPLICATION FORM AND PAYING A \$290 PROCESSING FEE AT THE VAN NUYS PUBLIC COUNTER, THE FOLLOWING MATERIALS SHOULD BE SUBMITTED TO NEIGHBORHOOD PLANNING, 6255 VAN NUYS BLVD., VAN NUYS. ONE COPY OF THE PLANS WILL BE KEPT, THE SECOND STAMPED FOR APPLICANTS. APPLICANTS MUST MAKE SUBMISSION APPOINTMENTS (818/989-8449).

- ___ (Recommended) Cover letter with written synopsis of project and discussion of design objectives.
 - ___ Copies of related buildings permits, City Planning work sheets, approval letters regarding zone changes, variances, and site plan review approvals previously issued for the site and relevant to this approval.
 - ___ Copy of City Planning work sheet for this approval.
 - ___ Copy of both sides of Building and Safety permit application, including plan check number. For sign permits, both sides of the permit application form must be completed.
 - ___ Copy of Building and Safety correction sheet, if plan check is completed.
 - ___ Two copies of plot plans, one copy folded to 8.5" by 11" format. For sign permits, the location and type of all existing and proposed signs must be shown.
 - ___ Two copies of building elevations, one copy folded to 8.5" by 11" format. For building permits, the elevations should indicate architectural forms and detailing, type of exterior materials, and general color scheme. The elevations shall also illustrate shadow impacts on December 22. For sign permits, the location and size of all existing and proposed signs must be shown.
 - ___ Two copies of landscape and irrigation drawings, one copy folded to 8.5" by 11" format, which show the placement, botanical and common name, and size of all trees, shrubs, ground cover plans, unless exempted by staff. For pole signs and wall signs, a landscape and irrigation plan is required for the base of the sign.
 - ___ Photographs of the site, unless exempted by staff.
 - ___ (Recommended). Samples of colors and building materials, with name and phone number contact for later pick up.
 - ___ (Recommended). Color rendering of proposed project.
 - ___ If sign permit: A sign plan for each sign (at a scale of 1/4" = 1') showing materials, colors, placements, size, lettering styles, and lighting methods for the proposed sign.
- D. At the time of the appointment, the above materials are submitted to the Department of City Planning's Neighborhood Planning Division in Van Nuys, along with a processing fee of \$290. Applicants can then expect a clearance decision within a 30 working days, although most decisions will be made within two weeks of payment of the City Planning processing fees.
2. When City Planning's review is completed, a letter will be sent to the applicant or applicant's representative. This letter will indicate any conditions which must be met, and, in the case of most permits, will require the completion of a Specific Plan Covenant and Agreement approved by the Departments of City Planning and Transportation.
- a. A blank Covenant and Agreement form should be included with the determination letter. It is also available directly from the Van Nuys Office of Neighborhood Planning and the West Valley Office of the Department of Transportation.
 - b. The Applicant records the approved Covenant and Agreement with the Los Angeles County Recorder and files certified copies with the Departments of City Planning and Transportation.
3. Once the Applicant has completed the Covenant and Agreement form and complied with any other requirements of the Department of Transportation, the DOT's West Valley Office can clear the project. The clearance consists of a stamp and signature on each page of the final, corrected plans and a sign-off on the permit application form. To be fully cleared by the Department of Transportation, the Applicant must pay the following fees:
- a. All DOT permit processing fees, the schedule of which is contained in the DOT section of this Procedures Manual.
 - b. All applicable Transportation (Project), as determined by the Department of Transportation. These fees must be paid prior to the DOT's clearance at Room 1200 City Hall.
4. Once the Applicant has completed the Covenant and Agreement, been cleared by the Department of Transportation for the Specific Plan's transportation provisions, and complied with any other requirements of

the Department of City Planning, the Neighborhood Planning Division can clear the Project. The clearance consists of a sign-off on the Applicant's work sheet, a stamp and signature on each page of the final, corrected plan, and a sign-off on the permit application form. Any required conditions will noted on each of these three documents. The permit application sign-off, however, is given by the City Planning Public Counter in Van Nuys or City Hall, not by the Neighborhood Planning Division.

Department of Building and Safety

The following procedures shall be followed by plan-checkers prior to the issuance of any permit for a Project located in the Ventura/ Cahuenga Boulevard Corridor Specific Plan area (see definition of Project). Note that demolition permits are exempt from provisions of this ordinance.

Definition of Project:

Any construction, erection, addition to, or structural alteration of any building or structure, a use of land or change of use on a lot located in whole or in part within the Specific Plan area which requires the issuance of any building permit, foundation permit, grading permit or sign permit. A project shall not include interior construction which does not increase the number of trips, as determined by the Department of Transportation, or increase the floor area, or have increased parking requirements pursuant to Section 7.E of the Specific Plan or include a use which is prohibited by Section 5.A.2 of the Specific Plan.

(I) CONSTRUCTION OF NEW BUILDINGS AND ADDITIONS TO EXISTING BUILDINGS

1. Verify that the applicant has obtained project approval sign-off from the Department of City Planning and Department of Transportation on the permit application and a signed, dated, and stamped approval on each sheet of the final set of plans. Refer the applicant to:

Public Counter Vahan Pezeshkian
Department of City Planning Department of
Transportation
6251 Van Nuys Blvd. 19040 Vanowen Street
Van Nuys Reseda
Tel. 818/989-8596 Tel. 818/376-6929

2. The applicant shall furnish a recorded and certified copy of the Specific Plan's covenant and agreement approved by the Departments of City Planning and Transportation, restricting retail uses only on the ground floor. The requirement shall apply to projects located in Pedestrian Oriented Areas. (See attached maps).

a. Verify that the building floor area to the lot's buildable area (F.A.R.) ratio does not exceed the following allowable levels: (See attached maps for plan designation

areas). Note that the definition of buildable area in this ordinance is not the same as in the L.A.M.C.

b. Note that D.O.T. may reduce allowable floor area based on allowed Trip Generation for a given lot.

F.A.R.

Neighborhood/Office Plan Designation
area (N.O.C.) 1.0:1

Community Commercial Plan Designation
area (C.O.M.C.) 1.25:1

Regional Commercial Plan Designation
area (R.E.G.C.) West of 405 Fwy 1.25:1

Regional Commercial Plan Designation
(R.E.G.C.) East of 405 Fwy 1.5:1

4. As required per Section 9.B.2 of the ordinance, for new shopping centers (As defined in the ordinance), which will contain one or more restaurants, the applicant shall provide a certified copy of a covenant and agreement recorded to the satisfaction of the Departments of Transportation and City Planning stipulating a maximum allowable area for restaurant use.

5. Verify building yards and setbacks in accordance with Section 7.A of the Ordinance.

6. Verify allowable maximum lot coverage according to:

Building Coverage
Max. Area of Lot

Regional Commercial Designation area 75%
Community Commercial Designation area 75%
Neighborhood/Office Designation area 60%

7. Height of the project shall not exceed the limits as set in Section 7.D.1 of the ordinance.

8. Parking requirements per Section 7.E.1 of the ordinance shall be as follows:

Use: Number of stalls required per floor area

Office (Other than medical/dental) 1 per 300 sq.ft.

Commercial 1 per 250 sq.ft.

Restaurant 1 per 100 sq.ft.

Hotel and Motel 1 per guestroom

Hospital 2.5 per patient bed

Theaters 1 per every 2 seat

Auditoriums, Convention Facility,
Church and Stadium 1 per every 2 seat

(When no fixed seating provided)1 per 21 sq. ft.

Child Care, Preschools,
Elementary & Secondary School1 per every 300 sq.ft.

For any use not included above, see Section 12.21.A.4 of the L.A.M.C.

Note:The Specific Plan has special parking provisions for Applicants using Municipal off- street parking facilities or off-site parking. See Sections 7.E.2 and 7.E.3 of the Specific Plan ordinance.

9. Per Section 14 of the ordinance, no building, foundation, sign, or grading permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents and limitations of the Specific Plan, as well as specific transportation or land use conditions attached to the lot. Applicants must have the legal description of the property approved by the Cartography Section, at Room M-80 of City Hall.

(II) ALTERATIONS AND CHANGE OF USE OF EXISTING BUILDINGS

1. Note that if the number of traffic trips generated due to a change of use is not increased, as determined by Department of Transportation, then the applicant may obtain a sign-off from D.O.T. exempting the project from the transportation provisions of the Specific Plan. This determination is made by:

Vahan Pezeshkian
Department of Transportation
19040 Vanowen Street
Tel. 818/376-6929

2. Verify that the applicant has obtained project approval sign-offs from the Departments of City Planning and Transportation on the permit application and a signed stamped approval on each sheet of the final set of plans. Refer the applicant to:

D. Tehrani or R. PlatkinVahan Pezeshkian
Department of City PlanningDepartment of
Transportation
6255 Van Nuys Boulevard19040 Vanowen Street
Tel. 818/989-8440Tel. 818/376-6929

3. For projects involving a change of use on the first floor of a building, the applicant shall furnish a certified copy of the recorded covenant and agreement approved by the Departments of City Planning and Transportation, restricting retail uses only on the ground floor. This requirement shall apply to projects located in designated Pedestrian Oriented Areas.

4. Parking requirements shall be according to the following table. Note that these parking requirements shall apply only to the square footage of the floor area devoted to the change of use.

Use: Number of parking stalls
required per floor area

Office (Other than medical/dental)1 per 300 sq.ft.

Commercial1 per 250 sq.ft.

Restaurant 1 per 100 sq.ft.

Hotel and Motel1 per guestroom

Hospital 2.5 per patient bed

Theaters 1 per every 2 seat

Auditoriums, Convention Facility,
Church and Stadium1 per every 2 seat

(When no fixed seating provided)1 per 21 sq.ft.

Child Care, Preschools,
Elementary & Secondary School1 per every 300 sq.ft.

For any use not included above, see Section 12.21.A.4 of the L.A.M.C.

Note:The Specific Plan has special parking provisions for Applicants using Municipal off-street parking facilities or off-site parking. See Sections 7.E.2 and 7.E.3 of the Specific Plan ordinance.

5. Per Section 14 of the ordinance, no building, foundation, sign, or grading permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents and limitation of the Specific Plan.

(III) SIGNS

1. Pursuant to Section 8 of the Specific Plan, no sign permit shall be issued until the project has received a Project Approval from the Department of City Planning.

2. New signs shall comply with Section 10 of the Ventura/ Cahuenga Boulevard Corridor Specific Plan Ordinance.

3. Monument signs and pole signs shall be provided with a landscaped area equal to or greater than the surface area of the sign pursuant to Section 10.C.1.b (ii) and (v) of the Specific Plan Ordinance. This landscaped area shall be approved by the Department of City Planning.

4. Existing non-conforming signs may remain to the extent allowed per Section 10.E(i) of the ordinance.

5. Any repair to an existing sign shall conform to the Section 10.E (ii) of the ordinance.

6. Per Section 14 of the ordinance, no sign permit shall be issued until the applicant has provided a certified copy of the covenant and agreement recorded to the satisfaction of the Departments of City Planning and Transportation acknowledging the contents of the Specific Plan. Most sign permits, particularly those which can be handled over the counter, will be excused from this requirement.

(IV) MISCELLANEOUS

Termination of covenants, specifically lot ties need to be verified by Department of Transportation since trips are based on "lot area" of a project site.

Department of City Planning

I. THE PROCESSING OF PROJECT APPROVALS

1. Primary and Secondary Responsibilities: In general, a Project shall be subject to a Department of City Planning Project Approval, and no building, sign, grading, or foundation permit can be issued unless an Applicant complies with the provisions of the Specific Plan. (Sec. 5.A.1)

a. City Planning was the lead agency for preparing and adopting the Specific Plan. In terms of implementation, the primary responsibilities of the City Planning Department are for design and landscape review of all Projects. The basic steps of this process are:

o Basic tutorials on the Specific Plan cannot be provided, but questions on specific provisions can be answered once a potential applicant has reviewed the Specific Plan ordinance, summary, and Procedures Manual. The Ordinance can be purchased directly from the City Clerk's Office at City Hall. Additionally, copies of the Specific Plan ordinance and Procedures Manual are available from the City Planning Public Counter in Van Nuys.

o Before project plans have been submitted to the Department of Building and Safety, City Planning can provide informal consultation on preliminary plans.

o The City Planning Public Counter in either Van Nuys or City Hall issues a City Planning Work Sheet based, in part, on the Zoning Information (ZI) index numbers placed by the Department of Building and Safety on the Applicants permit application.

o The Applicant contacts City Planning's Neighborhood Planning Division in Van Nuys by telephone (818/989-8440) to arrange an appointment.

o At the time of the appointment with the Applicant, City Planning confirms that the applicant has a Worksheet, has paid the City Planning processing fee of \$290, and has the support materials listed under the APPLICANT section of this Manual. City Planning can then either request additional material or accept the case for an Approval decision.

o Most wall signs are cleared "over the counter." Wall sign Approvals requiring staff investigation, as well as other types of Projects, are taken in by staff for later review.

o If the case is accepted for later review, City Planning then has 30 working days to render a decision. The project can be Approved, Disapproved, or corrections/additional materials can be requested. If a Specific Plan Covenant and Agreement is requested, it will be sent with the determination letter or can be picked up directly by the Applicant.

o If corrections or additional materials are requested, the Applicant must bring them directly to Neighborhood Planning's Valley Office to receive a Specific Plan clearance.

o If the Project was approved based on the submitted materials, the Applicant may set up an appointment with Neighborhood Planning to have his original worksheet signed, his building plans stamped and signed, and his permit application signed. Neighborhood Planning will note any conditions on the permit application form, and the Public Counter will sign this form.

b. The secondary responsibility of the City Planning Department is to assist the Departments of Transportation and Building and Safety in the implementation of the Specific Plan, in particular in determining the intent of the Specific Plan ordinance and the lines of coordination among different City Departments.

2. Landscaping: Most building permit Projects must conform to the Specific Plan's landscaping requirements, as approved by the Department of City Planning (Sec. 7, in entirety.). Important landscaping provisions include the following:

a. All Projects must contain a minimum 18 inch landscaped setback area measured from the front lot line. This setback must be open to 15 feet of height (Sec. 7.A.2.a). The intent of this provision is to require recessed landscaped areas in buildings which would otherwise be flush to the front sidewalk. In practice, small portions of the building may be flush with the sidewalk, as long as the recessed landscaped area remains.

b. Gas Stations must be landscaped to the satisfaction of the Department of City Planning based on guidelines to be approved by the Director of Planning (Sec. 7.C.4).

c. Pole signs and monument signs must be sited within a landscaped area equal to or greater than the surface area of the sign. This landscaped area must be approved by the Department of City Planning.

d. Parking lots must have a ten foot landscaped buffer zone on their perimeter and have at least 15 percent landscaped coverage. This landscaping must be approved by the Department of City Planning. (Sec. 7.C.1.b and c)

e. Parking lots must screen cars from view and must integrate landscaping into this screening scheme. The landscape plan must be approved by the Department of City Planning. (Sec. 7.C.2)

f. At least 60 percent of all yards shall be landscaped to the satisfaction of the Department of City Planning. (Sec. 7.C.3)

g. Discretionary entitlements granted by the Department of City Planning in the Specific Plan area shall impose landscaping requirements to adjacent public areas pursuant to the streetscape recommendations in the Interim Design Guidelines. (Sec. 11.A)

3. Parking: the Department of City Planning is authorized to make the following decisions regarding the parking requirements of the Specific Plan.

a. If an Applicant wishes to meet the parking requirements of the LAMC or the Specific Plan through valet parking, he/she shall submit an application, including site maps, to the Department of City Planning for valet parking approval. The approved applications shall be recorded as condition on the Specific Plan's Covenant and Agreement with the County Recorder. (Sec. 7.E.3)

b. Review applications to use municipal parking facilities to meet the parking requirements of the Specific Plan or the Los Angeles Municipal Code. (Sec. 7.E.2)

4. Use Determinations: The Department of City Planning is authorized to make the following use determinations for provisions of the Specific Plan, including special entitlements.

a. It will determine whether uses proposed for Pedestrian Oriented Areas conform to the requirement to place retail or Pedestrian Serving uses at the Ground Floor. For uses which the Specific Plan does not identify as Pedestrian Serving Uses, Applicants may appeal to the Office of the Zoning Administrator for a determination. (Sec. 5.A.2)

b. Mixed Use Projects, when placed in any Community Commercial Plan Designation area or the Regional Commercial Plan Designation portion of Encino are entitled to a Floor Area Ratio bonus of up to 0.25. (Sec. 7.D.4)

c. Mixed Use Project, when placed in the Regional Commercial Plan Designation portion of Sherman Oaks are

entitled to a 12 foot height bonus. This bonus is granted in the form of a conditional use by the City Planning Commission.

5. Fee Determinations: The Department of City Planning will make the following determinations related to fee exemptions calculated by the Department of Transportation for the Transportation (Project) Impact Assessment Fee.

a. Pedestrian Serving Uses, when placed at the Ground Floor of buildings in Pedestrian Oriented Areas, are eligible for a waiver of mitigation fees. (Sec. 9.C.4.b)

b. Mixed Use Projects, when placed in Community Commercial Plan Designations or the Regional Commercial Plan Designation area of Encino are entitled to a waiver of mitigation fees. (Sec. 9.C.5.a)

c. Supermarkets, gas stations, day care centers, certain government and nonprofit offices, and publicly accessible meeting rooms are eligible for Transportation (Project) Impact Mitigation Fee waivers from the Department of Transportation if approved by the Department of City Planning. (Sec. 9.C.4)

5. Covenant and Agreement: The Department of City Planning requires a Specific Plan Covenant and Agreement for all Projects, except wall signs. This form can be obtained at either the West Valley Office of the Department of Transportation or the Van Nuys Office of the Department of City Planning. Approvals must be obtained from these same City offices, as well as the Cartography Section of the Department of Building and Safety (City Hall, Room M-80). A certified copy of the recorded Covenant and Agreement shall be delivered to the Departments of City Planning and Transportation prior to the issuance of a building permit.

a. In Pedestrian Oriented Areas, the Covenant and Agreement required of Applicants shall obligate each Project to have a ground floor restricted to retail uses or Pedestrian Serving Use. A certified copy of the Covenant and Agreement shall be delivered to the Departments of City Planning, Building and Safety, and Transportation prior to the issuance of any building permit. (Sec. 5.A.2)

b. If an Applicant wishes to meet the parking requirements of the LAMC or the Specific Plan through valet parking, he/she shall submit an application, including site maps, to the Department of City Planning for valet parking approval. These approvals for valet parking shall be recorded as a condition on the Specific Plan's Covenant and Agreement for. (Sec. 7.E.3)

c. New shopping centers require a Covenant and Agreement condition which lists the percentage of floor area to be devoted to restaurant uses. This figure will be used in trip fee and parking space calculations. (Sec. 9.B.2)

d. Other fee waiver alternatives offered by the Specific Plan, such as specific uses, must be added as conditions to the Covenant and Agreement. (Sec. 9.C.4)

II. PROCESSING PROJECT APPROVALS APPEALS AND EXCEPTIONS TO THE SPECIFIC PLAN

1. All applicants have the right to apply to the City Planning Commission for relief from provisions of the Specific Plan. The procedures for Exceptions to a Geographic Specific Plan are found in Section 11.5.7.D of the Los Angeles Municipal Code. Application forms may be obtained from and submitted to the Public Counters of the Department of City Planning at Room 460 of City Hall or at 6251 Van Nuys Boulevard.

The intention of this provision of the code is to offer relief to the Specific Plan for applicants with extenuating circumstances.

2. Section 8.A.3 of the Specific Plan ordinance gives Applicants the right to appeal Project Approval decisions to the City Planning Commission. Appeals must be filed within 15 days from the mailing of the determination letter. The appeal can be submitted directly to the City Planning Commission and should take the form of a letter describing the Project, the decision or conditions which are being appealed, and the reasons why the applicants believes that City staff have erred in disapproving their project or imposing conditions. A copy of the Department of City Planning's Project Approval letter, as well as a copy of the Project Approval Application form should be attached to appeal letter submitted to the City Planning Commission.

The intention of this provision of the Specific Plan is to offer relief to Applicants who believe City staff erred in either disapproving a Project Approval application or attaching conditions to a Project Approval decision.

III. MONITORING THE SPECIFIC PLAN AND PREPARING SUPPLEMENTARY SPECIFIC PLAN DOCUMENTS

1. Final Design Guidelines: The Department of City Planning is responsible for the following:

a. The Department of City Planning must develop landscaping guidelines for gas stations.

b. The Department of City Planning must develop a Final Design Plan for the Specific Plan area to replace the existing Interim Design Guidelines. (Sec. 8B)

c. The Department of City Planning must develop a Streetscape Plan for the areas of public dedication.

d. In addition to requirements mandated by the Specific Plan Ordinance, the City Council has also directed the City Planning Department to:

o Prepare a bond issue to finance the transportation improvements called for by the Specific Plan. This bond

issue would be financed through the Assessment Fees levied on Projects in the Specific Plan area.

o Prepare and implement bond issues in the Specific Plan area for features of the Specific Plan which cannot be financed from transportation impact fees because of nexus issues.

2. Plan Review Board: The Department of City Planning must set a meeting schedule and agenda for the Plan Review Board. (Sec. 12)

3. Annual Report: In cooperation with the Department of Transportation, the Department of City Planning prepares an annual report on the implementation of the Specific Plan. This plan will be presented to the Plan Review Board, the City Planning Commission, and the City Council for their review. This report will contain specific recommendations for changes which should be effected by the City Council.

4. Specific Plan Restudy: After 10,000 net new trips have been permitted within the Specific Plan area, the Department of City Planning will join with the Department of Transportation to conduct a comprehensive review of all provisions, including supporting data and analyses, of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

Department of Transportation

1. Provide assistance to Specific Plan Applicants at the West Valley Office of the Department of Transportation. Applicants must make an appointment by telephone before coming to the office for a consultation or for a sign-off on a building permit application. Contact Vahan Pezeshkian, Armen Terhovhatians, or Mario Enriques at 818/376-6929.

2. Review all Projects for compliance with the transportation provisions of the Specific Plan, Ordinance Number 166,560.

Processing fees for this review are as follows:

a. For Projects with 42 or fewer Net New Trips, for which a Traffic Assessment is not required.

i. If there are no applicable street dedications/improvements and no Transportation (Project) Impact Assessment Fee is required. \$200

ii. If there are are applicable street dedications/improvements and if Transportation (Project) Impact Assessment Fees are required. \$400

b. For Projects with 43 or more Net New Trips, for which a Traffic Assessment is required.

i. A Traffic Assessment is required upon application. Applicable street dedications/improvements and Transportation (Project) Impact Assessment Fees may be required. \$500

ii. If the Traffic Assessment indicates \$2,100 plus significant impacts, the design and \$50 for every review of mitigation measures is 1,000 sq. ft. required, as well as possible of floor area, street dedications/improvements and up to a maximum of \$25,000.

Assessment Fees.

3. Determine the highway dedications, mitigation fees, and other transportation programs required by all Specific Plan Projects. A development which generates Net New Trips is required to make the applicable highway dedications and improvements and pay the Transportation Impact Assessment (TIA) Fee (i.e., also called the Project Impact Assessment Fee) if not so exempted. The fees for the five communities in the Specific Plan are:

Studio City	\$3,885 per Net New Trip
Sherman Oaks	\$4,277 per Net New Trip
Encino	\$4,227 per Net New Trip
Tarzana	\$4,153 per Net New Trip
Woodland Hills	\$2,496 per Net New Trip

The DOT must determine that all required street improvements have been guaranteed through the B-permit process before clearing the issuance of a building permit.

4. The DOT may require a Traffic Study for projects generating 43 or more P.M. Peak Hour trips. The DOT assures that Project-related traffic impacts are mitigated and guaranteed through the B-permit process. This process can take several weeks.

5. Obtain a completed Specific Plan Covenant and Agreement from all applicants. Applicants must complete a form called the owner's Declaration of Covenants and Agreements. It contains a general acknowledgment of the Specific Plan, as well as all permanent conditions imposed by the Departments of Transportation and City Planning. Completion involves the following steps:

a. Forms for the Declaration of Covenants and Agreements can be obtained from the Department of Transportation, at 19040 Vanowen Street, Reseda, or Department of City Planning at 6255 Van Nuys Boulevard, Van Nuys.

b. A Declaration of Covenant and Agreements is to be signed by the property owner and must be notarized.

c. The Department of Building and Safety's Cartography Section, at Room 460-M80 of City Hall, verifies the legal description of the property on the Declaration of Covenants and Agreements form.

d. The Department of Transportation and the Department of City Planning must review, approve, and sign the Declaration of Covenants and Agreements form before it can be recorded with the Los Angeles County Recorder.

e. Record the Declaration of Covenants and Agreements at the Hall of Records, 207 North Broadway, Los Angeles. Obtain a certified copy.

f. Bring the building permit application, site plans, and a certified copy of the recorded Declaration of Covenants and Agreement form to 19040 Vanowen Street, Reseda. At this point the permit application will be signed and the plans stamped.

g. If you have not already done so, take the signed permit application and site plan to City Planning 6255 Van Nuys Boulevard, Van Nuys, for their clearance.

6. The Department of Transportation is charged with the responsibility of maintaining the following records necessary for the implementation of the Specific Plan:

a. Number of Net New Trips permitted within each Specific Plan community. (Sec. 6D)

b. Number of total Net New Trips permitted with the entire Specific Plan area. (Sec. 6E)

c. Number of critical intersections operating at Levels of Service E or F. (Sec. 6E)

7. The Department of Transportation reviews applications to use municipal parking facilities to meet the parking requirements of the Specific Plan or the Los Angeles Municipal Code.

8. The Department of Transportation determines on January 1 of each year the extent to which the Transportation (Project) Impact Assessment Fee must be indexed to reflect the increased costs of implementing the Specific Plan's transportation mitigation program.

9. The Department of Transportation determines the amount of Transportation (Project) Impact Mitigation Fees owed by projects permitted under the jurisdiction of the Ventura/Cahuenga Boulevard Interim Control Ordinance and submit bills for this amount to applicants. (Sec. 9.C.3)

City Planning Commission

1. Review the annual report on Specific Plan prepared jointly by the Department of City Planning and the Department of Transportation. Make appropriate recommendations for Specific Plan amendments.

2. Consider all Exceptions to a Geographic Specific Plan (LAMC 1.5.7.D) cases arising from applicants requesting relief from specific provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan (Sec. 5.B).

3. Consider all appeals to Specific Plan determinations made by staff of the Departments of Building and Safety, Transportation, or City Planning regarding Specific Plan Project Approvals.

4. Approve Final Design Guidelines when they are approved by the Department of City Planning. These guidelines will be based on the Interim Design Guidelines and will address both building design and on-site landscaping.

5. Grant conditional uses for Mixed Use Projects in the Sherman Oaks Regional Commercial Plan Designation area which request an additional 12 feet of height pursuant to Section 7D4 of the Specific Plan.

City Council

1. Appoint two members of the Plan Review Board from each Council District.
2. Review the Specific Plan Annual Report prepared by staff from the Department of Transportation and the Department of City Planning, after it has been reviewed by the Plan Review Board and the City Planning Commission. Consider changes in Specific Plan provisions recommended in the staff report or supplementary information from the Plan Review Board and the City Planning Commission.
3. Consider appeals from decisions of the City Planning Commission regarding Specific Plan Project Approvals or Exceptions to a Geographical Specific Plan.
4. Consider amendments to the Specific Plan prepared by the City Attorney, as well as related letters and testimony from the public.
5. Approve annual changes to the Transportation (Project) Impact Mitigation Fee prepared and submitted by the Department of Transportation.

MAYOR

Appoint one member of the Plan Review Board.

Canoga Park Winnetka Woodland Hills West Hills Plans



A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

C. Girard Tract Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

PART 1

GIRARD TRACT SPECIFIC PLAN
ORDINANCE 165,040
EFFECTIVE JULY 21, 1989

SUMMARY OF PROVISIONS

The purpose and objectives of this Specific Plan is to establish reasonable and uniform development standards for hillside lots in the Girard Tract.

Prohibition

No building permit shall be issued unless it complies with the regulations of Section 5 of the Specific Plan.

Specific Plan Area

The provisions of this plan shall apply to any lot located within the black lines on the Plan map.

Regulations

- Frontage on and access from an unimpeded improved street.
- A sewer connection shall be provided for new single family homes or additions to homes.
- A covenant and agreement shall be recorded binding the owners and successors to participate in any benefit assessment districts established for fire safety and traffic improvements.
- The front yard shall be no less than 5 feet.
- Parking shall be provided beyond code requirements at the rate of:
 1. One parking space for each 1,000 s.f. of floor area if access is from a standard, local or hillside street.
 2. One parking space for each 750 s.f. of floor area if access is from a substandard hillside street.
 3. These additional parking spaces may be open surface parking but shall be provided on the same lot of the proposed building or structure.
- Side yards no less than 5 feet.
- 20% of the lot shall be used for open space.
- Erosion resistant, drought resistant and fire resistant landscaping shall be provided.
- Surety bond required to insure completion of grading within 18 months of date of issuance of grading permit.
- No grading to occur during the rainy season from November 15 to April 15.
- A geologic and soils report shall be provided.
- A land survey shall be provided by a California licensed engineer.
- No oak tree shall be removed, cut down or removed without prior approval of the Director of Planning.

Project Permit

- Zoning Administrator shall have authority to issue project permits where the above regulations are not met.
- Conditions may be imposed in approving project permits.
- Required findings:
 1. Lot was created in compliance with applicable laws and ordinances at the time it was created.
 2. The project will have legal access which is adequate for vehicular and safety access and maneuverability.
 3. The project will not create health and safety hazards.
 4. The project is in compliance with all applicable zoning provisions.
 5. The project will create graded slopes that are contoured and harmonized with natural slopes.
 6. To the extent feasible, the project is designed to fit the natural landform in a manner that does not require extensive grading.

Additional Regulations

For lots less than 5,000 square feet:

- A maximum height of 35 feet for a building or structure.
- Building area limited to 50% of the surface area of the lot.

- The procedures and time limits for a project permit shall be the same as those for a conditional use permit pursuant to Section 12.24.C1.1 of the Municipal Code.
- The application and appeal fees shall be the same as for a conditional use permit as set forth in Section 10.01C of the Municipal Code.

Exceptions

- Projects in compliance with an order from Building and Safety Dept. to repair an unsafe or substandard condition.
- Rebuilding as a result of destruction by fire, earthquake or other natural disaster.
- Any project that does not increase the floor area, height, use of, or number of dwelling units in an existing single family home.
- Any project for which a project permit was granted under Ordinances 162,058, 163,493 or 164,338.

PART 2

GIRARD TRACT SPECIFIC PLAN
ORDINANCE NO. 165,040
EFFECTIVE JULY 21, 1989

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PART 3

GIRARD TRACT SPECIFIC PLAN
ORDINANCE NO. 165,040
EFFECTIVE JULY 21, 1989ANNOTATED TABLE OF CONTENTS

PROVISION	HIGHLIGHTS	SECTION
All lots:		
Frontage/ Access	From an Unimpeded Improved Street	5.A.(1)
Sewer Connection	To be provided	5.A.(2)
Covenant/ Agreement	To participate in a Benefit Assessment District	5.A.(3)
Yards	5 ft. front yard	5.A.(4)
Parking	dedicated/improved street 1 additional space/ 1,000 s.f. of main building	5.A.(5a)
	substandard street 1 additional space/750 s.f. of main building	5.A.(5b)
Additional provisions for lots less than 5,000 s.f.:		
Height	35 ft. maximum	5.B.(1)
Building Area	50% of surface area of the lot	5.B.(2)
Yards	5 ft. side yard	5.B.(3)
Open Space	20% of the lot	5.B.(4)
Landscaping	erosion, fire and drought resistant	5.B.(5)
Grading	surety bond insuring completion of grading within 18 months	5.B.(6)
	no grading between Nov 15 to Apr 15	5.B.(7)
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GIRARD TRACT SPECIFIC PLAN
ORDINANCE 165,040
EFFECTIVE JULY 21, 1989

An ordinance establishing a Specific Plan for the Girard Tract area of the City of Los Angeles.

WHEREAS, the Girard Tract, approved and recorded in the 1920's, contains lots averaging 3,500 square feet in size, which are substandard by today's zoning regulations; and

WHEREAS, although the Girard Tract was originally subdivided to provide lots for weekend cottages, few of these lots were developed at the time of the original subdivision; and

WHEREAS, the area is unique, because it is a tract originally created to be used for building small summer houses, or secondary residences, not for primary residences; and

WHEREAS, the existing streets in the tract are narrow and substandard according to the City's standards for hillside streets; and

WHEREAS, in recent years there has been an increasing number of large, expensive single-family homes being constructed on the substandard lots of the Girard Tract due to the great demand for such homes there and in the rest of the Santa Monica mountains; and

WHEREAS, this overdevelopment is resulting in densities that are excessive and inappropriate for a hillside area; and

WHEREAS, both the existing zoning and the Canoga Park-Winnetka-Woodland Hills District Plan call for minimum lot sizes of 5,000 square feet for single-family home developments; and

WHEREAS, this area was subdivided prior to the enactment of the R1 zone, and thus building permits for single-family homes are not required to conform to the lot size requirements for either the zoning or the Plan; and

WHEREAS, on November 7, 1986, the Los Angeles City Council approved a motion instructing the City Planning Department, in cooperation with the City Attorney to prepare a permanent regulatory ordinance to provide appropriate controls for development standards on substandard hillside lots in the Girard Tract area;

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. PURPOSE

The purpose and objectives of this Specific Plan is to establish reasonable and uniform development standards for hillside lots in the Girard Tract. The City Council hereby establishes

development standards for hillside lots for all parcels of land located in whole or in part within the Specific Plan area identified in Section 3 of this ordinance.

Sec. 2. DEFINITIONS

The following words or phrases whenever used in this ordinance shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the Los Angeles Municipal Code, if defined therein.

A. Project - the erection or construction of, or addition to any building or structure on any lot which is located in whole or in part within the area identified in Section 4 of this ordinance.

B. Project Permit - a permit issued for a Project pursuant to the provisions set forth in Section 6 of this ordinance.

C. Substandard Street - a street having a right-of-way or roadway width less than the improvement standards set forth in Los Angeles Municipal Code Section 12.37.H for major and secondary highways and collector streets, and set forth by the Street Standards Committee and adopted by the Commission.

D. Unimpeded Improved Street - a street with a minimum continuous roadway width of 20 feet measured from the farthest point on a front lot line to that point where the roadway intersects a designated major or secondary highway, or collector street, or hillside collector street and which does not contain any encroachments which would prohibit the passage of a fire truck.

Sec. 3. PROHIBITION AND RELATIONSHIP TO THE MUNICIPAL CODE OF THE CITY OF LOS ANGELES

A. No building permit shall be issued for any Project which does not comply with the Regulations of Section 5 of this Specific Plan. However, this prohibition shall not apply if a Project Permit has been approved pursuant to the provisions of this Specific Plan.

B. The regulations of this Specific Plan are in addition to those set forth in provisions of the Los Angeles Municipal Code and do not convey any other rights not otherwise granted under such other provisions.

C. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of Chapter 1 of the Los Angeles Municipal Code.

Sec. 4. SPECIFIC PLAN AREA

The provisions of this Specific Plan shall apply to any lot located in whole or in part within the area shown by the heavy black lines on the following map.

Sec. 5. REGULATIONS

In addition to any provisions of the Los Angeles Municipal Code, and notwithstanding ZAI Case No. 1270 to the contrary, from the effective date of this Specific Plan the following criteria for a Project shall apply:

A. For a project on a lot within the area identified in Section 4 of this Specific Plan:

(1) The lot shall have frontage on, and take access from an Unimpeded Improved Street, paved to the satisfaction of the Department of Public Works; and

(2) A sewer connection shall be provided for new single-family construction or additions to existing single-family structures, other than accessory structures, to the satisfaction of the City Engineer; and

(3) The owner(s) of any lot shall execute and record a Covenant and Agreement wherein the owner(s) and all successors and buyers agree that if a benefit assessment district, for making public improvements related to fire safety and traffic circulation in the Specific Plan area is established, then they will participate and contribute to the assessment district to the extent required by law; and

(4) The front yard shall be no less than five feet; and

(5) Parking shall be provided beyond that required by Section 12.21.A.4(a) of the Los Angeles Municipal Code for single-family residential uses as follows:

a) One additional parking space for each 1,000 square feet of total floor area of the main building or structure if access is from a dedicated and improved standard local or standard limited hillside street; or

b) One additional parking space for each 750 square feet of total floor area of the main building or street if access is from a substandard hillside street; and

c) The additional parking space(s) required above the Los Angeles Municipal Code requirements may be open surface parking but shall be provided on the same lot of the proposed building or structure.

B. For a project on a lot which is less than 5,000 square feet, and in addition to the requirements of Subsection A, the following shall apply:

(1) The maximum height of a building or structure shall be 35 feet as measured from the highest point of the building of structure to the finished grade vertically below the point of measurement.

(2) The building area shall be limited to 50% of the surface area of the lot; and

(3) The side yards shall be no less than 5 feet; and

(4) 20% of the lot shall be used for open space including yard areas all of which are to be landscaped and maintained. No accessory buildings may be constructed within this open space except for the required additional parking as set forth in this Specific Plan; and

(5) Landscaping shall be provided based on the effectiveness of the material to be erosion resistant, fire resistant, and drought resistant; and

(6) A surety bond shall be provided to insure completion of grading within 18 months from the date of issuance of a grading permit; and

(7) No grading shall occur during the rainy season November 15th to April 15th. Erosion control plans shall be submitted to the Department of Building and Safety before grading and/or construction begins; and





(8) A Geologic and Soils report shall be provided. The applicant shall prepare the report which shall include a slope protection plan, a detailed runoff and drainage control plan and an erosion restoration plan. These plans shall be approved by the Department of Building and Safety; and

(9) A land survey shall be provided by a California licensed surveyor or a California Registered Civil Engineer authorized to practice land surveying to determine the precise boundaries of the parcel.

(10) No oak tree shall be removed, cut down, or moved without prior approval of the Director of Planning. Where oak trees are removed in order to establish the buildable area of the lot, an equal number of mature oak trees shall be planted elsewhere on the lot.

Sec. 6. PROJECT PERMIT

A. The Zoning Administrator shall have the authority to issue Project Permits in such cases where the regulations set forth in Section 5 of the Ordinance are not met. Any approval or disapproval of a Project Permit by the Zoning Administrator pursuant to this Specific Plan shall be appealable to the Board of Zoning Appeals, and the Council in the same manner as an appeal involving a conditional use enumerated in Section 12.24-C, 1.1.

 MAJOR HIGHWAYS
 SECONDARY HIGHWAY
 COLLECTOR STREET
 LOCAL STREETS
 SPECIFIC PLAN BOUNDARY

GIRARD TRACT SPECIFIC PLAN_____

B. In granting a Project Permit, the Zoning Administrator, or the Board of Zoning Appeals, or the City Council on appeal, may impose conditions on the same basis the Zoning Administrator would in approving a conditional use enumerated in Section 12.24-C, 1.1 of the Los Angeles Municipal Code. In granting a Project Permit the Zoning Administrator, or the Board of Zoning on appeal or the City Council on appeal shall make the following findings:

(1) The lot on which the Project is to be built was created in compliance with applicable laws and ordinances in effect at the time of their creation, or is subject to a certificate of compliance obtained pursuant to the provisions of the State Subdivision Map Act.

(2) The Project will have legal access which is adequate for vehicular and safety access and maneuverability.

(3) The Project will not create health and safety hazards.

(4) The Project is consistent with all applicable zoning provisions on the lot.

(5) The Project will create finished graded slopes that are contoured and blended to harmonize with the natural slopes.

(6) To the extent feasible, the Project is designed to fit the natural landform in a manner that does not require extensive grading.

C. The procedures and time limits for approving or disapproving a Project Permit shall be the same as those applicable to conditional uses enumerated in the Los Angeles Municipal Code Section 12.24.C, 1.1.

D. The application and appeal fees for a Project shall be the same as for a conditional use by the Zoning Administrator other than 12.24-C1, 1h and m as set forth in Section 19.01 C of the Los Angeles Municipal Code.

Sec. 7. EXCEPTIONS

The provisions of this Ordinance shall not apply to the following:

A. Any Project for which a building permit is required:

(1) To comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition but only to the extent that the work done is necessary to repair the unsafe or substandard condition; or

(2) In order to rebuild as a result of destruction by fire, earthquake, or other natural disaster.

B. Any Project which does not increase the floor area, height, use of, or number of dwelling units of an existing residential building.

C. Any Project which involves the construction or repair of any building or structure which is accessory to an existing single-family dwelling.

D. Any Project for which a Project Permit was granted under Ordinance Nos. 162,058; 163,493; or 164,338.

Sec. 8. SEVERABILITY

If any provision of this Specific Plan is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this Specific Plan which can be implemented without the invalid provision, and, to this end, the provisions of this Specific Plan are declared to be severable.

Sec. 9. URGENCY CLAUSE

The City Council finds and declares that this Ordinance is required for the immediate protection of the public peace, health and safety. This Ordinance will prevent potentially irreversible development to occur which create problems of excessive and inappropriate densities in this hillside area and include traffic safety and congestion caused by narrow streets. The intensity of development currently could overtax the City's ability to provide adequate police, fire and sanitation services to the detriment of the health and safety of City residents. Therefore, this Ordinance shall become effective upon publication pursuant to Section 281 of the Los Angeles City Charter.

PART 5

GIRARD TRACT SPECIFIC PLAN
ORDINANCE NO. 165,040
EFFECTIVE JULY 21, 1989

ADMINISTRATIVE RESPONSIBILITIES

APPLICANT

- o Ensures that the Project meets each of the provisions for all lots in the Girard Tract.
- o Verifies with Department of Public Works that the Project has frontage on, and takes access from an Unimpeded Improved Street. [Sec. 5.A.(1)]
- o Verifies with the City Engineer that the Project is provided a sewer connection. [Sec. 5.A.(2)]
- o Records a Covenant and Agreement to participate in a Benefit Assessment District if and when one is formed. [Sec. 5.A.(3)]
- o Prepares plans showing the 5-foot front yard setback. [Sec. 5.A.(4)]
- o Includes on the above plans the required and additional parking spaces needed to meet Sec. 5.A.(5).
- o Ensures that where the subject property is less than 5,000 sq. ft., that an additional 10 provisions are met.
- o Provides a surety bond to insure completion of grading. [Sec. 5.B.(6)]
- o Provides a geologic and soils report, including plans that shall be approved by Department of Building and Safety. [Sec. 5.B.(8)]
- o Fills out a worksheet at the Van Nuys Public Counter to be completed and signed by the Neighborhood Planning Division, Valley Section.
- o Provides a land survey prepared by a California licensed surveyor or a California Registered Civil Engineer. [Sec. 5.B.(9)]
- o Applies for a Project Permit and pays fees (ONLY IF THE APPLICANT CAN NOT MEET THE REQUIREMENTS ABOVE). [Sec. 6A through D]

PLANNING DEPARTMENT

NEIGHBORHOOD PLANNING DIVISION, VALLEY SECTION

- o Verifies that the Applicant has met the 5 provisions for lots 5,000 s.f. or greater or the 15 provisions for lots less than 5,000 s.f. [Sec. 5.A.(1) through (5) and/or Sec. 5.B.(1) through (10)]
- o Completes and signs the worksheet.

ZONING ADMINISTRATION

- o Processes a project Permit if and when one is filed. [Sec. 6.A through D]
- o Determination by Zoning Administrator.
- o Appeal to Board of Zoning Appeals.
- o Appeal to the City Council.

BUILDING AND SAFETY

- o Determines if the Project is exempt by Plan Check. [Sec. 7.A-D]
- o Approves the applicant's slope protection plan, runoff and drainage control plan, and erosion restoration plan. [Sec. 5.B.(8)]

DEPARTMENT OF PUBLIC WORKS, VAN NUYS BUREAU OF ENGINEERING

- o Field checks to verify that the lot has frontage on, and takes access from an Unimpeded Improved Street. [Sec. 5.A.(1)]
- o Checks to verify that a sewer connection is provided. [Sec. 5.A.(2)]
- o Processes Covenant and Agreement pertaining to participation in a Benefit Assessment District if and when one is established. [Sec. 5.A.(3)]

Part 1

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN ORDINANCE 167,943 EFFECTIVE JUNE 29, 1992

SUMMARY OF PROVISIONS

The general intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway. The Plan contains various provisions aimed at minimizing the impact of new structures, preserving the recreational and open space facilities and resources in the area, and promoting the preservation of existing native vegetation consistent with the natural environment which surrounds it.

Inner Corridor Regulations.

The inner corridor regulation apply to the area which extends 500 feet outward from the outermost boundary of the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 5 of the Plan ordinance. Section 5 is subdivided into four district parts:

- Uses;
- Environmental protection measures;
- Grading; and
- Building standards.

Uses.

These uses are permitted provided they conform and are consistent with the intent of the Plan:

- One-family dwellings and related parking and accessory buildings
- Fences, gates and walls
- Driveways
- Night lighting on private property
- Landscape materials
- Core trail
- Major vista points

These discretionary uses may be permitted provided the Director approves such uses after making certain findings:

- Private recreational facilities and associated lighting
- Parks, playgrounds, equestrian facilities and game courts
- Temporary uses and structures required by special events
- Schools, churches, and accessory buildings

Environmental Protection Measures.

In order to preserve and enhance the parkway's outstanding and unique scenic features and resources, the Plan provides environmental protection measures for the following:

- Prominent ridges
- Streams
- Projects near parklands
- Oak trees
- Archeological and paleontological resources

Grading.

In order to minimize grading and preserve the natural topographic variation within the Plan area, a limited amount of grading is permitted within the inner corridor.

The amount of grading allowed is one cubic yard of earth per four square feet of lot area per lot. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation.

Building Standards.

The allowable height of a building in the inner corridor is defined by two provisions. The first applies to lots that abut the Mulholland Drive right-of-way. These lots cannot exceed a height of 15 feet maximum. Buildings built beyond the initial 100 feet up to outer limit of the inner corridor cannot exceed a height of 30 feet for a upslope lot and 40 feet for a downslope lot.

Within this provision, other building standards apply to such items as yard requirements; fences, gates and walls; drains pipes; utilities within new subdivisions; and roofs.

Outer Corridor Regulations.

The outer corridor regulations apply to the area which lies between the inner corridor outermost boundary and one-half mile outward from the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 6 of the Plan ordinance. Section 6 is subdivided into four district parts similar to Section 5:

1. Uses;
2. Environmental Protection Measures;
3. Grading; and
4. Allowable building heights.

Uses.

The uses allowed in the inner corridor are also allowed in the outer corridor provided they conform to and are

consistent with the intent of the Plan. Additionally, commercial, low-medium I, and low-medium II uses are allowed provided they are consistent with the applicable community plan.

Discretionary uses permitted in the inner corridor are permitted in the outer corridor.

Environmental Protection Measures.

All the environmental protection measures required in the inner corridor are required in the outer corridor.

Grading.

The amount of grading allowed in the outer corridor is two cubic yards of earth per four square feet of lot area per lot. The Director may approve up to 4 cubic yards per four square feet of lot area. However, corrective grading as determined by the Department of Building and Safety is not to be included in the calculation.

Allowable Building Height.

The allowable height of building or structure visible from Mulholland Drive shall not exceed 40 feet.

Mulholland Drive and Right-of-Way Regulations.

As a means of preserving Mulholland Drive as a slow-speed, low-intensity drive, Section 7 of the Plan provides a number of regulation to maintain Mulholland Drive as a two lane, one lane in each direction, highway.

Section 7 is subdivided into five parts of which the first two, Changes and/or Improvements and Alignment and Design, are most significant:

Changes and Improvements

- No change or improvement may be made to the alignment or design of Mulholland Drive without the prior approval of the City Council.
- An exception to this is for road resurfacing and street maintenance.

Alignment and Design.

Any changes or improvements to the alignment or design of Mulholland Drive must conform to the following standards:

- Roadway and alignment - Mulholland Drive must remain at its existing alignment
- Right-of-way - the width of the right-of-way must remain as is.
- Travel lanes and shoulders - Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane. The shoulder shall

be five feet wide.

- Turn lanes - prior approval for a turn lane is required and shall be a maximum of 12 feet wide.
- Speed limit - to the extent permitted by law, the posted speed limit shall prohibit speeds in excess of 25 miles per hour.
- Sidewalks, curbs and berms - no sidewalks or curbs shall be permitted. Berms are allowed for drainage control.
- Median strip - no median strip is allowed.
- Signs - signs indicating the location of the core trail crossings and the major Vista Points are allowed only.
- Plant material - existing fire resistant, native-type plants and trees shall be preserved.
- Existing slopes - no grading of existing slopes is allowed if they are stable.
- Rock formation and outcropping - all natural rock formations and outcroppings shall be preserved on site.

Core Trail.

Section 8 allows for the creation of a core trail to be utilized by hikers, joggers and equestrians. The location and design of the core trail shall be approved by the City Council.

Major Vista Points.

Section 9 designates 14 major vista points, 4 of which currently exist. Development of the remaining locations to be approved by the City Council.

Landscaping.

The Plans landscaping standards are intended to preserve the area's existing native plants and to promote the replanting of graded slopes. The standards are:

- Graded slopes must be landform graded and landform planted. Landscaping must be installed within 6 months of the completion of grading.
- Plant material in the inner corridor shall not obstruct the view from Mulholland Drive.
- Landscaping shall consist of native-type fire resistant plant materials.
- Oak trees shall not be removed.
- Native trees must be replaced with the same type of tree on a 2 to 1 ratio.

- A landscape plan must be submitted to the Design Review Board for review and approval.

Design Review Process.

The Mulholland Scenic Parkway Specific Plan establishes a Design Review Board.

At least three members of the Board must be residents of the Mulholland area or its immediate environs and three members must be from professions involved in construction or design.

The primary responsibility of the Board is to ensure that the dictates of the Mulholland Scenic Parkway Specific Plan are strictly followed. The Board makes recommendations to the Director of Planning regarding the design of all projects, including site layout, facade design, materials, landscaping, building bulk, height and other design features.

The Mulholland Scenic Parkway Specific Plan outlines the following procedures for the Design Review Board:

1. Prior to the submission of working drawings to the Department of Building and Safety, the Board reviews preliminary site plans for consideration and approval.
2. The Board has ten days subsequent to receipt of plans to submit a recommendation to the Director of Planning.

The recommendation, submitted to the Director of Planning in writing, must consider compliance with the relevant criteria indicated in Mulholland Scenic Parkway Specific Plan.

3. In the event the Planning Director's decision differs substantially from that of the Board, the Director must indicate why it differs, as a part of his findings. The Board or any other aggrieved party, has the right to appeal his decision to the City Planning Commission and ultimately to the City Council.

Part 2

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
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	Up slope lot which is located within the first 100 feet from the Mulholland Drive right-of-way is 15 feet maximum			Right-of-way width to remain currently at 100 feet and 200 feet	
	Upslope lot located more than 100 feet from the Mulholland Drive right-of-way is 30 feet maximum			Mulholland Drive shall consist of two travel lanes	
	Downslope lot located within 500 feet from Mulholland Drive right-of-way, 40 feet maximum			Maximum width - 15 feet per lane shoulder width - 5 feet wide	
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				No driveway may intersect Mulholland Drive without prior approval Gravel and similar loose materials	7C1
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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
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Part 4

**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN
ORDINANCE NO. 167,943
ADOPTED MAY 13, 1992**

An ordinance establishing a specific plan for the Mulholland Scenic Parkway.

WHEREAS, Mulholland Drive, opened in 1924, makes available to all people spectacular mountain, ocean and city views, and scenic and recreational opportunities from the Hollywood Freeway to the westerly Los Angeles City-County boundary line; and

WHEREAS, these amenities and resources are valuable to the city as a whole, and should be protected and enhanced by means of land use and design controls tailored to the physical character of the Mulholland Scenic Parkway and Santa Monica Mountains; and

WHEREAS, these scenic and recreational resources form a portion of the Santa Monica Mountains National Recreation Area, unique to a major urban area, recognized by Federal, State and local plans and programs; and

WHEREAS, the Santa Monica Mountains Comprehensive Plan, approved by the United States Secretary of the Interior, calls for coordinated development within the Mulholland Scenic Parkway to ensure consistency with the objectives of said plan; and

WHEREAS, the Scenic Highways Plan, a part of the Circulation Element of Los Angeles City's General Plan, designates the Mulholland Scenic Parkway as a scenic highway and mandates that scenic corridor specific plans be prepared for each designated scenic highway consisting of corridor boundaries and specific controls for the protection and enhancement of scenic resources, individually tailored to the unique character of each designated scenic highway; and

WHEREAS, the City's other adopted General Plan elements, including the Open Space Plan and portions of the Bel Air-Beverly Crest District Plan, the Brentwood-Pacific Palisades District Plan, the Encino-Tarzana District Plan, and the Sherman Oaks-Studio City-Toluca Lake District Plan also call for a specific plan and/or other plans and ordinances to assure protection of Mulholland Drive as a scenic corridor; and

WHEREAS, sensitive development assured by a specific plan which integrates the transportation, land use and recreation aspects of the scenic parkway will create a low-intensity, low-volume, slow-speed, parkway-type setting; and

WHEREAS, such specific plan implements the spirit and intent of the recommendations and guidelines contained in the Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway adopted by the City Council on March 26, 1973; and

WHEREAS, on March 26, 1973, the City Council directed the Director of Planning to conduct the necessary studies and to prepare an ordinance to implement and accomplish the preservation of the Mulholland Scenic Parkway; **NOW THEREFORE,**

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. ESTABLISHMENT OF MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN.

The Mulholland Scenic Parkway Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the thick solid black line delineating the inner corridor, and between the thick solid black line and the dashed black line delineating the outer corridor on the maps designated 1A through 6A.

Sec. 2. PURPOSES.

The purposes of this Specific Plan are as follows:

- A. To assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources.
- B. To preserve Mulholland Drive as a slow-speed, low-intensity drive.
- C. To preserve and enhance land having exceptional recreational and/or educational value.
- D. To assure that land uses are compatible with the parkway environment.
- E. To assure that the design and placement of buildings and other improvements preserve, complement and/or enhance views from Mulholland Drive.
- F. To preserve the existing residential character of areas along and adjoining the right-of-way.
- G. To minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- H. To preserve the natural topographic variation within the Inner and Outer Corridors.
- I. To reduce the visual intrusion caused by excessive lighting.
- J. To minimize driveway and private street access into the right-of-way.
- K. To preserve the existing ecological balance.
- L. To protect prominent ridges, streams, and environmentally sensitive areas; and the aquatic, biologic, geologic, and topographic features therein.

M. To protect all identified archaeological and paleontological resources.

O. To provide a review process of all projects which are visible from Mulholland Drive to assure their conformance to the purposes and development standards contained in the Specific Plan and the Landform Grading Manual.

Sec. 3. SPECIFIC PLAN APPLICATION.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (Code) and any other relevant ordinance and do not convey any rights not otherwise contained therein, except as specifically provided for herein.

B. Whenever this Specific Plan contains provisions which require greater yard requirements, lower heights, more restrictive uses, more restrictive grading provisions, or other greater restrictions or limitations on development; or less restrictive provisions regarding open parking in front yards, than would be allowed pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exemption to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

D. The provisions of this Specific Plan shall not apply to any project where one or more of the following discretionary approvals initiated by application of the property owners or their representatives, and subject of a public hearing, was granted on or before the effective date of this Specific Plan and is still valid at the time an application for a building permit is filed: zone change, height district change, specific plan exception, conditional use, variance, tract map, parcel map, project permit pursuant to an interim control ordinance, coastal development permit or zoning administrator approval pursuant to Section 12.27 of the Code.

E. Corrective grading as determined by the Department of Building and Safety shall be exempt from the provisions of this Specific Plan.

Sec. 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.0401 of the Code, if defined therein.

Alignment: Location of the paved surface of Mulholland Drive shown on "Plan and Profile" or "Plan" documents, on file in the City Engineer's vault, as having been built prior to the effective date of this Specific Plan.

Bikeway: The shoulders of Mulholland Drive designated for use by bicyclists.

Board: The Mulholland Scenic Parkway Design Review Board.

Core Trail: A continuous trail within the right-of-way, designated on maps 1B through 6B, and designed for use by hikers, joggers and equestrians.

Director: The Director of the City Planning Department or his or her authorized representative.

Downslope Lot: Land which lies at an elevation less than the elevation of Mulholland Drive along the right-of-way.

Inner Corridor: The Mulholland Scenic Parkway right-of-way plus the additional area which extends 500 feet outwards from the outermost boundaries of the right-of-way, as designated on maps 1A through 6A by a thick solid black line and labeled MPI.

Institutional Use: Schools, churches and accessory buildings thereto.

Institutional Use Corridor: An area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way, designated on maps 3A and 4A with a dashed black line and labeled as MP111, beginning on the west at the intersection of Mulholland Drive and the Centerline of Corda Drive and terminating on the east at the west line of the San Diego Freeway. Also, an area parallel to and 500 feet southerly of Mulholland Drive right-of-way beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 400 feet westerly of the centerline of Roscomare Road.

Landform Grading Manual: A document, adopted by the City Council in June of 1983, and any amendments thereto, for the purpose of improving the aesthetic quality of hillside development projects through site planning techniques and landform grading, when safety conditions permit.

Major Vista Point: An area in the Mulholland Drive right-of-way, designated on maps 1A through 6B, which has exceptional mountain, ocean and/or city views and is set aside for public use.

Outer Corridor: That area which lies between the Inner Corridor's outermost boundary and one-half mile outward from the right-of-way, as designated on maps 1A through 6A by a dashed black line and labeled MP11.

Project: The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot located in whole or in part within the Specific Plan Area; or any construction, alteration, conversion, or change of use of any building, structure or land in the right-of-way. For purposes of this Specific Plan, the term project shall not include interior remodeling.

Prominent Ridge: A mountain ridge which is visible from Mulholland Drive and is designated on maps 1B through 6B.

Scenic Parkway: That area designated on maps 1A through 6A and which includes the right-of-way, inner Corridor (MPI), outer corridor (MPII) and the institutional use corridor (MPIII).

Stream: A stream designated on the Mulholland Topographic/Lot-line maps on file with the Department of City Planning, which may include a water course having a surface or subsurface flow that supports or has supported riparian vegetation.

Upslope Lot: Land which lies at an elevation greater than the elevation of Mulholland Drive along the right-of-way.

View: A scenic pictorial sight of a mountain, ocean and/or city landscape.

Viewshed: A visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland Drive as depicted in Figure A.

Visible Project: A project on a lot which can be seen with normal 20-20 vision from a location on Mulholland Drive anywhere within the lot's visibility arc.

Visibility Arc: The arc of a circle that intersects Mulholland Drive which has a radius of three-quarters of a mile and its center located at the midpoint of the project lot(s).

Sec. 5. INNER CORRIDOR REGULATIONS.

A. Uses.

All projects visible from Mulholland Drive and located within the inner corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations:

- a. One-family dwellings and related parking and accessory buildings, provided they conform to the requirements of Subsection D of this Section;
- b. Fences, gates, and walls, provided they conform to the requirements of Subsection D 4 of this Section;
- c. Driveways, provided they conform to the requirements of Section 7 C of this Specific Plan;
- d. Night lighting on private property, provided it is low-height, low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property;

e. Landscape materials and associated irrigation equipment, provided they conform to the requirements of Section 10 of this Specific Plan;

f. A core trail, provided the design and location conforms to the requirements of Section 8 of this Specific Plan;

g. Major vista points, provided they conform to the requirements of Section 9 of this Specific Plan.

2. Discretionary Uses. The uses listed in paragraph b, below, may be permitted, provided the Director pursuant to Section 11 approves said uses after making the following findings:

a. Findings.

i. The use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive.

ii. The use preserves the residential character along the right-of-way.

iii. The use is compatible with the scenic parkway environment.

iv. The use preserves and/or enhances land having exceptional recreational and/or educational value.

v. Any grading is minimized.

vi. Any graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

vii. The use preserves the natural topography, prevents erosion and protects native vegetation.

viii. The use preserves the ecological balance.

ix. The use protects the prominent ridges, streams and environmentally sensitive areas, and the aquatic, biologic and topographic features therein.

x. The use protects identified archaeological and paleontological sites.

xi. The use minimizes driveway and private street access into the right-of-way.

xii. The use minimizes the visual intrusion of lighting into the right-of-way.

In approving a discretionary use pursuant to Section 11, the Director may impose conditions to protect the public interest, to assure a project is compatible with adjacent uses, and to secure an appropriate project in harmony with the objectives of this Specific Plan.

b. Uses.

- i. Notwithstanding the provisions of Los Angeles Municipal Code Section 12.27 I to the contrary: Private recreational facilities and associated lighting including, but not limited to the following: parks, playgrounds, nature centers, equestrian facilities and game courts, except that a tennis court may only be allowed if located on a lot with an area of 15,000 square feet or more.
- ii. Temporary uses and structures required by special events held within the Specific Plan area.
- iii. Schools, churches and accessory buildings thereto, provided they are located within the institutional use corridor.
- iv. Open parking in front yards adjacent to Mulholland Drive right-of-way.
- v. Public recreation and environmental education projects may be located on publicly-owned land that is designated as open space by the respective community plan and/or the Open Space Element of the General Plan.

3. Exempted Uses. Buildings, structures, fences, gates, walls, recreation facilities and landscaping which are legally existing on or before the effective date of this Specific Plan are exempt from the regulations of this Specific Plan.

4. Prohibited Uses.

- a. A tennis court on a lot with an area of less than 15,000 square feet.
- b. Sanitary landfills.

5. Utility Related Structures. After receipt of the recommendations of the Board and the Director, the City Planning Commission shall make recommendations on the construction of utility related structures, such as power transmission lines, power distribution stations, telecommunication facilities, pumping stations, water tanks, water reservoirs, and water and gas lines. Such recommendations shall be based on the findings set forth in subdivision 2 and based on whether feasible alternate locations do not exist outside the inner corridor and whether the

facilities are designed, constructed and colored to minimize their visual intrusion on the parkway.

B. Environmental Protection Measures.

1. Prominent Ridges.

a. Grading on Prominent Ridges.

Notwithstanding Subsection C below, prominent ridges shall not be graded, altered or removed without the prior written approval of the Director pursuant to Section 11. The Director may approve up to 1,000 cubic yards of grading of a prominent ridge after making the following findings:

- i. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- ii. The grading is compatible with the natural topography.
- iii. The Department of Building and Safety has determined that grading will minimize erosion.
- iv. The grading is necessary to allow the owner reasonable use of the lot.
- v. The grading will allow for a project more compatible with the purposes of the Specific Plan.

b. Construction. Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge. Buildings and structures visible from Mulholland Drive shall not be constructed within 50 vertical feet of the top of a prominent ridge without the prior written approval of the Director pursuant to Section 11. The Director may approve construction of a building and/or structure within 50 vertical feet of the top of a prominent ridge, but not exceeding the top after making the following findings:

- i. The placement of the building and/or structure not destroy or obstruct a scenic feature or resource.
- ii. The placement of the building and/or structure complements the view from Mulholland Drive.
- iii. The placement of the building and/or structure minimizes driveway and/or private street access into the right-of-way.
- iv. The placement of the building and/or structure will allow for a project more

compatible with the purposes of the Specific Plan.

2. Streams. No project shall be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either stream bank without the prior written approval of the Director pursuant to Section 11. In granting an approval, the Director shall make the following findings:

- a. The applicant has employed a biologist to prepare a report which contains the following: the location(s) of the stream's banks, an assessment of the riparian resources, an evaluation of the project's impact on the riparian resources and a recommendation of feasible mitigation measures.
- b. The applicant has submitted to the Director for his approval, a copy of the biologist's report and a covenant and agreement which runs with the land and which states that the mitigation measures recommended by the biologist and approved by the Director will be incorporated in the project and maintained. The covenant and agreement shall be recorded by the applicant.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects prominent ridges, streams, and environmentally sensitive areas and the aquatic, biologic geologic and topographic features therein.
- e. The project will not damage the integrity of a stream.

3. Projects Near Parklands. No project shall be erected and no earth shall be graded within 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading within 200 feet of public parkland after making the following findings:

- a. The project preserves the residential character along the right-of-way.
- b. The project will minimize erosion.
- c. The project preserves the natural vegetation and the existing ecological balance.
- d. The project protects identified archaeological and paleontological sites.
- e. The project minimizes driveway access into the right-of-way.

4. Oak Trees. No oak tree (*quercus agrifolia*, *lobata*, *virginiana*) shall be removed, cut down or moved

without the prior written approval of the Director. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:

- a. The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.
- b. The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location.

5. Archaeological and Paleontological Resources.

Applicants which propose to grade more than 50 cubic yards per 5,000 square feet of lot area shall submit to the Director a preliminary archaeological and paleontological record search from the State Regional Archaeological Information Center (UCLA). If this search reveals that archaeological and paleontological resources may be located on the lot, the applicant shall file an environmental assessment with the Planning Department.

C. Grading.

1. No grading in excess of one cubic yard of earth per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot after making the following findings:

- a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.
- b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code.
- c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.
- d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Building Standards.

1. Viewshed Protection. No building or structure visible from Mulholland Drive on an upslope or downslope lot shall penetrate the viewshed without the prior written approval of the Director pursuant to Section 11. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. The Director may approve a project's penetration into the viewshed after making the following findings:

- a. The Department of Building and Safety has determined that the height of the project does not exceed the height limit in lowed in paragraphs a, b or c of subdivision 2.
- b. The project is designed to complement the view from Mulholland Drive.

2. Allowable Building Heights.

a. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within the first 100 feet from the Mulholland Drive right-of-way, shall not exceed 15 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the exceed a height of 15 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

b. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located more than 100 hundred feet up to five hundred feet from the Mulholland Drive right-of-way, shall not exceed 30 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 30 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

c. On a downslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within 500 feet from the Mulholland Drive right-of-way, shall not exceed 40 feet as indicated on Figure A, but in no event shall any building or structure exceed a height that would cause such building or structure to penetrate the viewshed. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

3. Yard Requirements. Notwithstanding Z.A.I. Case 1270, buildings and structures located on lots that abut the right-of-way and are 100 or more feet in depth shall be constructed with the following yards:

- a. **Front** - There shall be a front yard of not less than 20% of the depth of the lot, but which need not exceed 40 feet.
- b. **Side** - There shall be a side yard on each side of the main building of not less than 10% of the width of the lot, but which need not exceed 20 feet.

4. Fences, Gates and Walls. All fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination thereof.

5. Drain Pipes laid on the ground and visible from Mulholland Drive shall be black or earth tone brown.

6. Utilities. The Advisory Agency, where feasible, shall require that all utilities installed in connection with the development of new subdivisions be placed underground.

7. Roofs. All roofs visible from Mulholland Drive shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices.

Sec. 6. OUTER CORRIDOR REGULATIONS.

A. Uses. All projects visible from Mulholland Drive and located within the outer corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations: Any use permitted in the inner corridor is permitted in the outer corridor, except for those uses only permitted in the institutional use corridor. Provided, however, that one-family dwellings and related parking and accessory buildings shall conform to the requirements of Subsection D of this Section.

2. Commercial, low medium I residential and low medium II residential uses, provided that they are consistent with the applicable community plan.

3. Discretionary Uses. Discretionary uses permitted in the inner corridor are permitted in the outer corridor, except for those uses only permitted in the institutional use corridor.

4. Exempted Uses. All uses exempted in the inner corridor are exempted in the outer corridor.

5. Utility Related Structures. The provisions applicable to utility related structures in the inner corridor are applicable in the outer corridor.

B. Environmental Protection Measures. All the environmental protection measures required in the inner corridor are required in the outer corridor.

C. Grading.

1. No grading in excess of two cubic yards per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to four cubic yards per four square feet of lot area per lot after making the following findings:

a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.

b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article I of Chapter IX of the Code.

c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Allowable Building Heights. The height of any building or structure visible from Mulholland Drive shall not exceed 40 feet as indicated on Figure B. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this Subsection by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

Sec. 7. MULHOLLAND DRIVE AND RIGHT-OF-WAY REGULATIONS.

A. Changes and/or Improvements. No change or improvement may be made to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, without the prior approval of the City Council acting after receipt of the recommendation of the Director. After receipt of there commendation of the Board, the Director may recommend approval after making the following findings:

1. The project is required for public health and safety reasons.

2. The project does not obstruct a scenic feature or resource.

3. The project is compatible with the scenic parkway environment.

4. The project is not inconsistent with the purposes and objectives of the Specific Plan.

B. Alignment and Design. Any change or improvement to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, shall conform to the following standards:

1. Roadway Alignment. The paved portion of Mulholland Drive shall conform to its existing alignment from California State Highway Route 101 to the intersection of Topanga Canyon Boulevard, except as modified for safety reasons.

2. Right-of-Way Width. The width of the right-of-way shall conform to its existing approximately 100-foot wide corridor east from Laurel Canyon Boulevard to the Hollywood Freeway (Route 101), and to the approximately 200-foot wide corridor west of Laurel Canyon Boulevard to the City-County boundary.

3. Travel Lanes and Shoulders. Except as provided in subdivision 4 of this Subsection, Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane and one or more shoulders, except for existing improvements between Topanga Canyon Boulevard and Saltillo Street, Encino Hills Drive and Corda Drive, and Beverly Glen Boulevard and Benedict Canyon Drive.

The shoulder shall be level with the roadway and shall serve as a bikeway. The shoulder shall be five feet wide, except that where a slope is required to be graded in order to provide the five foot shoulder, the shoulder may be less than five feet wide. The shoulder or shoulders shall be paved with asphalt or black concrete and shall be separated from the travel lanes by a solid lane stripe in accordance with the adopted standards of the Department of Transportation. If less than five feet is available on each side of the roadway for shoulders, only the uphill shoulder shall be paved. The shoulder or shoulders shall be marked "Bike Lane" and "No Parking" on the pavement by the Los Angeles Department of Transportation.

4. Turn Lanes.

- a. Turn lanes shall not be permitted without the prior recommendation of the Director after receipt of the recommendation of the Board. The Director shall recommend approval of a turn lane where the Department of Transportation has determined that the turn lane is required to facilitate traffic movement and for safety reasons.
- b. The turn lane shall be a maximum of 12 feet wide and the travel lane parallel to the turn lane shall be a maximum of 12 feet wide.

5. Speed Limit. To the extent permitted by state law, the posted speed limit for vehicles shall prohibit speeds in excess of 25 miles per hour.

6. Sidewalks, Curbs and Berms. No sidewalks or curbs shall be permitted. Only berms required for drainage control and/or erosion shall be permitted.

7. Median Strip. No median strip shall be constructed within the Mulholland Drive right-of-way.

8. Signs. The Department of Transportation shall post signs in the right-of-way indicating the location of the bikelane, core trail crossings, and the major vista points.

9. Plant Material. Existing fire resistant, native-type plants and trees shall be preserved and maintained to enhance the natural scenic character of the parkway. No oak trees shall be removed, cut down, or moved without the prior recommendation of the Director using the criteria set forth in Section 5 B 4 of this Specific Plan.

10. Existing Slopes. Existing slopes adjoining the roadway that show no signs of instability shall not be graded.

11. Rock Formations and Outcroppings. All natural rock formations and/or outcroppings, known or discovered during grading, should be preserved on-site and incorporated into the street design.

C. Access to Mulholland Drive.

1. Driveway Access. No driveway may intersect Mulholland Drive without the prior recommendation of the Director after receipt of the recommendation of the Board.

2. The Director may recommend approval of such driveway if the Director finds that none of the following alternatives are feasible:

- a. Access from other existing ways or alleys;
- b. Access from other potential public or private streets;
- c. Access from an easement over an existing driveway on an adjacent property; or
- d. Access from the shared use of existing driveway(s).

3. Driveway Paving. A driveway which intersects Mulholland Drive shall be paved. Gravel and similar loose materials shall be prohibited.

D. Lighting.

1. Sodium and mercury vapor lamps shall be prohibited.

2. Lighting standards within the right-of-way shall use cut-off type fixtures which focus the light directly onto the street and shoulders.

3. Lighting standards shall be located only in the immediate vicinity of major vista points and major intersections, except as provided in subdivision 5 of this Subsection.

4. The lamp shall cast a white light, similar to metal halide or incandescent lighting.

5. Where the Board of Public Works determines that a lighting standard is needed to improve parkway safety,

the location and design of said lighting standard shall have the prior recommendation of the Director after receipt of the recommendation of the Board. The Director may recommend approval of the location and design of a lighting standard after making the following findings:

- a. The lighting standard does not obstruct a scenic feature or resource.
- b. The lighting standard complements the views from Mulholland Drive.
- c. The lighting fixture proposed to be used reduces the visual intrusion of lighting into the right-of-way.

6. Existing lighting standards located in the right-of-way between Corda Drive and Encino Hills Drive, between Beverly Glen Boulevard and Benedict Canyon Drive, between Skyline Drive and Laurel Pass Avenue, between Laurel Canyon Boulevard and Dona Pegita Drive, and at Woodcliff Road should be redesigned by the Department of Public Works to reduce the glare, and cut-off fixtures should be installed to focus the light directly onto Mulholland Drive and the shoulders.

E. Features.

1. All guard rails shall be constructed according to Bureau of Engineering standards and shall have a wood facing treated and finished to achieve a rustic and/or natural appearance.
2. All historic survey monuments set during the original survey for Mulholland Drive shall be preserved at their original location.

Sec. 8. CORE TRAIL.

A. The core trail design and location shall be approved by the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of the core trail upon making the following findings:

1. The design and location of the core trail is consistent with the provisions of this Section.
2. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
3. The landscaping is designed to complement the view from Mulholland Drive and the right-of-way.
4. The landscaping is designed to promote safety and require a minimum of security measures.
5. The landscaping is consistent with Section 10 of this Specific Plan.

6. Any signs are designed to prevent vandalism and are placed so as to identify the location of the core trail.

B. Location. The core trail shall be a continuous trail within the right-of-way. It shall be constructed generally parallel to, but not within the shoulders, except where physical constraints necessitate development adjacent to Mulholland Drive.

C. Design. Where feasible, the core trail shall consist of two distinct, generally parallel pathways separated by vegetation, topography or other means. It shall not be paved with a hard surface. One pathway shall be designated for use by hikers and joggers and the other designated for use by equestrians.

D. Maintenance. The Department of Recreation and Parks shall be responsible for maintaining all landscaping along the core trail.

Sec. 9. MAJOR VISTA POINTS.

A. Location. Fourteen major vista points (MVP) are designated on maps 1B through 6B and listed below:

1. **Hollywood Bowl MVP** - (Olympics 1984 Overlook) (1 mile west of the Hollywood Freeway).
2. **Universal City MVP** (0.1 miles east of Torreyson Place).
3. **Fryman Canyon MVP**, (0.7 miles west of Laurel Canyon Boulevard).
4. **Summit MVP** (1.9 miles west of Laurel Canyon Boulevard).
5. **Deep Canyon MVP** (0.1 miles east of Benedict Canyon Drive).
6. **Nicada MVP** (0.4 miles west of Beverly Glen Boulevard).
7. **The Grove MVP** (0.9 miles west of Sepulveda Boulevard).
8. **San Vicente Mountain Park MVP** (0.4 miles west of Mandeville extended).
9. **Topanga State Park MVP** (0.3 miles west of Reseda Boulevard extended).
10. **"A" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
11. **"B" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).
12. **Corbin MVP** (0.25 miles west of Sepulveda Boulevard).

13. **"C" MVP** (West of Winnetka Avenue extended).

14. **"D" MVP** (West of Natoma Avenue extended).

B. Development. No new major vista point (nos. five through fourteen above) shall be constructed without the prior approval of the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of a major vista point upon making the following findings:

1. The facilities and landscaping are designed to complement the view from Mulholland Drive and the right-of-way.
2. The facilities and landscaping are designed to require a low-level of maintenance.
3. The facilities and landscaping are designed to promote safety and require a minimum of security measures.
4. The parking facilities are adequate to accommodate public use.
5. Ingress and egress are designed to promote safety and minimize traffic congestion on Mulholland Drive.
6. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.
7. The lighting is designed to minimize light and glare on Mulholland Drive and the right-of-way.
8. The landscaping is consistent with Section 10 of this Specific Plan.
9. Any signs are designed to prevent vandalism.

C. Maintenance. The Bureau of Street Maintenance of the Department of Public Works shall be responsible for maintaining the landscaping at all major vista points.

Sec. 10. LANDSCAPING.

A. Standards. Any public or private landscaping installed on or after the effective date of this Specific Plan shall conform to the following standards:

1. **Graded Slopes.** Graded slopes shall be landform graded in accordance with the provisions of the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code. Slopes which cannot be landform graded shall be landform planted in accordance with the provisions of the Landform Grading Manual. Landscaping shall be installed within six (6) months of the completion of any grading.

2. **Location.** Plant material in the inner corridor shall not obstruct the view from Mulholland Drive and the right-of-way.

3. **Type.** Landscaping shall predominantly consist of native-type fire resistant plant materials.

4. **Oak Trees.** Oak trees shall not be removed except as set forth in Sections 5 B 4 or 7 B 9 of this Specific Plan.

5. **Replacement Trees.** Native trees, including oak trees, which are removed shall be replaced with the same type of tree according to the following replacement schedule:

<u>TYPE OF TREE</u>	<u>REPLACEMENT SIZE AND QUANTITY</u>
Quercus agrifolia lobata, q. Virginiana	36-inch box (2 for 1 replacement)
All other.	15 gallon (2 for 1 replacement)

6. **Maintenance.** An automatic irrigation system shall be installed where necessary to sustain plants and trees and a fire resistant corridor.

B. Prohibited Plant Material. The following plant material shall not be planted in the scenic corridor parkway on or after the effective date of this Specific Plan.

PROHIBITED PLANT MATERIAL

Acacia decurrens (GREEN WATTLE)
Acacia melanoxylon (BLACKWOOD ACACIA)
Achillea millefolium (COMMON YARROW)
Ailanthus altissima (TREE-OF-HEAVEN)
Albizia distachya (PLUME ALBIZIA)
Atriplex semibaccata (AUSTRALIAN SALTBUUSH)
Bamboo sp.
Brassica sp.
Calocedrus decurrens (INCENSE CEDAR)
Centranthus ruber (JUPITER'S BEARD, READ VALERIAN)
Cirsium vulgare and all other thistles
Cortaderia jubata (A GRASS SIMILAR TO PAMPUS GRASS)
Cotoneaster lacteus
Cupressus sempervirens (ITALIAN CYPRESS)

Cytisus (BROOM)

Eucalyptus sp.

Hirschfeldia incana (WILD MUSTARD)

Lantana camara

PROHIBITED PLANT MATERIAL

Lobularia maritima (SWEET ALYSSUM)

Nicotiana glauca (TREE TOBACCO)

Oxalis pes-caprae (BERMUDA BUTTERCUP)

Palmae (PALM)

Pennisetum setaceum (FOUNTAIN GRASS)

Podocarpus

Rhus

Ricinus communis (CASTER BEAN)

Robinia pseudoacacia (BLACK LOCUST)

Schinus terebinthifolius (BRAZILIAN PEPPER)

Tamarix aphylla (ATHEL TREE)

C. Landscape Plan.

1. A landscape plan shall be submitted to the Board for review and recommendation.
2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.

Sec. 11. DESIGN REVIEW PROCESS.

A. Jurisdiction. No permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the project have been reviewed and approved by the Director acting on a recommendation of the Board, except that projects described in Sections 7, 8 and 9, including changes or improvements to the paved portion of Mulholland Drive; core trails and major vista points, shall be reviewed and approved in accordance with the provisions of Sections 7, 8 and 9 of this Specific Plan; and utility related structures shall be reviewed in accordance with the provisions in Section 5 A 5 of this Specific Plan.

B. Composition. The Board is hereby established, which shall consist of seven voting members. The members shall be appointed by the Councilmembers of the Council Districts which are included within the Specific Plan area. One member shall be appointed by each of these Councilmembers. Each of the appointees shall reside in that Councilmember's district and live preferably in the inner corridor. One member shall be appointed by the Mayor and one member shall be appointed by the Santa Monica Mountains Conservancy Board of Directors. At least one member shall be a licensed architect registered civil engineer, one a registered landscape architect, and one a geo-technical engineer or geologist. At least three members shall reside within the Specific Plan area, preferably in the inner corridor.

C. Quorum. All members of the Board shall be entitled to vote. Four members of the Board shall constitute a quorum for purposes of conducting a meeting. The decision of the Board shall be concurred in by at least four members.

D. Terms. The initial members of the Board appointed so that the terms of the appointees are staggered. Three members shall be appointed for a three-year term. Thereafter, the term of each member appointed to a full term shall be five years.

E. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the same official or successor of the official who appointed the member shall make an interim appointment to fill the unexpired term of the member. Where the member is required to have special qualifications, the vacancy shall be filled by a person having such qualifications.

F. Authority and Duties. The Board shall advise the Director on aspects of exterior design; site layout; grading; driveway access; landscaping; and height, bulk, materials, textures and colors of any building, structure, sign or other development of property or appurtenances or alterations thereto after reviewing plans, elevations and/or other graphic representations for a project to assure compliance with the criteria set forth in this Specific Plan.

The Board shall be prohibited from changing, altering, modifying or amending any final discretionary actions previously approved by the Los Angeles City Planning Commission, Los Angeles City Council or other discretionary decision making body.

However, with respect to development in the Specific Plan area and its consistency with this Specific Plan, the Board may advise the Advisory Agency on the layout and design of subdivisions, the City Planning Commission on zone changes and conditional uses, the Zoning Administrator on variances and conditional uses and the appropriate City decision-making body on any public project or discretionary action.

G. Fees. The application fees for processing a design review application shall be the same as established in Section 19.01 P of the Code for "Applications for Specific

Plan Design Review Approval," except as provided in Section 19.01 K 1 of the Code.

H. Design Guidelines. The Board may adopt specific design guidelines to implement procedures for design review. These guidelines may be illustrations, interpretations or clarifications of policies established by the Board. The guidelines shall not become effective until they are approved by the City Planning Commission. Copies of these guidelines shall be available from the Department of City Planning.

I. Procedure.

1. Applications. All applications for design review approval shall be submitted to the Office of General Planning of the City Planning Department on a form supplied by the Department. An application shall be deemed complete only if all the applicable items noted below are included with the application. Submittals shall not exceed 22" x 28" and shall be folded to fit into an 11" x 14" envelope.

- a. Vicinity location map.
- b. Site plan which includes 100 feet beyond the property lines.
- c. Topographic map.
- d. Grading plan.
- e. Elevations of existing and proposed structures, and significant landscape elements;
- f. Section(s) through the project. If the project is located in the inner corridor, the section(s) shall extend to Mulholland Drive.
- g. Floor Plan.
- h. Landscape plan. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.
- i. Photographs, taken on Mulholland Drive within the project's visibility arc. The visibility arc and the locations where the photographs were taken shall be indicated on a map. These photographs shall provide two or more views of the project site, existing improvements, views, and significant features.
- j. Sign plan (where applicable).
- k. Samples of exterior building materials and colors.

l. If applicable, a completed copy of the City's environmental assessment form and all environmental data considered by the City's Environmental Review Committee.

m. If applicable, completed copies of all required Planning Department discretionary action application forms and radius, parcel and/or tract map(s).

n. If applicable, copies of the biologist's report and covenant and agreement required pursuant to Section 5 B 2 a of this Specific Plan.

o. If applicable, a preliminary archaeological/paleontological record search from the State Regional Archaeological Information Center (UCLA).

2. Board Action. The Director shall refer the application to the Board for its recommendation within 10 working days of the Department's acceptance of the completed application. The Board shall review the project and submit its findings to the Director within twenty (20) working days of such referral or within such additional time as is mutually agreed upon in writing between the applicant and the Board. These findings shall indicate a recommendation of approval, disapproval or conditional approval of the subject application.

Board meeting notices and agendas shall be posted 72 hours prior to all meetings. Board meeting minutes shall be available for public review within five working days of all meetings.

The Board shall use any applicable specific plans and/or adopted design guidelines which pertain to the area in which the project is located in evaluating the project. Additionally, the Board shall consider compliance with the following criteria:

- a. Whether the proposed project conforms to all provisions contained within the Specific Plan and any applicable specific plans or design guidelines.
- b. Whether the grading and/or the location of the project are designed so as to minimize the impact on visibility from Mulholland Drive and the right-of-way.
- c. Whether all proposed buildings, structures and recreational facilities are located so as not to obstruct a scenic feature or resource.
- d. Whether all proposed buildings, structures and recreational facilities are designed to complement the views from Mulholland Drive and are compatible with the parkway environment.

e. Whether the proposed buildings and structures are compatible with the surrounding buildings and parkway environment in terms of design, massing, height, materials, colors (subdued tones, natural materials and non-reflective materials and finishes shall be encouraged) and setbacks.

f. Whether the landscape design has a variety and quantity of native-type, fire-resistant plant materials throughout the project which are compatible with the scenic parkway.

g. Whether the landscape design representation of the plant materials accurately reflects their growth habit at maturity.

h. Whether the grading is designed so as to create slopes with a natural appearance compatible with the characteristics of the Santa Monica Mountains.

i. Whether the site layout is designed so as to require a minimum of grading and retaining walls and protects prominent ridges, streams and environmentally sensitive areas.

j. Whether driveway access to Mulholland Drive is designed so as to require a minimum of grading and retaining walls.

k. Whether the lighting is designed so as to reduce the visual intrusion of light onto Mulholland Drive and the right-of-way.

l. Whether proposed major vista points, core trails and projects near parklands conform to all provisions in the Specific Plan.

3. Director's Determination. The Director, within 10 working days following receipt of the Board's recommendation, shall approve, disapprove, or modify the Board's recommendation. In the event the Director's determination differs from that of the Board, the Director shall make written findings supporting the determination. The Director shall forward a copy of the determination to the applicant, the Board, the Advisory Agency (if applicable), the Department of Building and Safety and the appropriate Council office.

J. Transfer of Jurisdiction. In the event the Board fails to act on an application within the time limit specified in this Specific Plan, the applicant may file a request for a transfer of jurisdiction to the Director for a determination of the original application. If such a request is filed, the Board shall lose jurisdiction. Such request shall be filed in the Office of General Planning of the City Planning Department. Thereupon, the request and the Board's files shall be transmitted to the Director, who shall make a decision within 20 working days of receipt of the Board's file.

K. Exemptions.

1. Criteria. An exemption from compliance with this Section shall be granted by the Director for a project which conforms to any of the criteria listed below:

- a. The applicant is restoring a nonconforming building or structure pursuant to Section 12.23.A.4 of the Los Angeles Municipal Code.
- b. The project consists of remodeling or repair of a single-family dwelling and/or accessory structures which conform to all of the following:
 - i. Color, materials and design of exterior changes, including landscaping, are consistent with the intent and provisions of this Specific Plan.
 - ii. The total cumulative floor area of all additions does not exceed 900 square feet.
 - iii. The building height does not exceed the standards set forth in this Specific Plan.
 - iv. The project involves no change of access onto the right-of-way.
 - v. The project is not on a prominent ridge and/or does not break an existing skyline.
 - vi. The project is not located on a lot which contains a stream.
 - vii. The project does not propose grading.

2. Procedure. Applicants seeking an exemption to the design review process shall submit a completed design review exemption application form to the Office of General Planning of the City Planning Department. If the proposed project conforms to the criteria set forth above, the Director shall grant an exemption within 10 working days of the receipt of the application.

L. Appeals. Any applicant, City Council member, the Mayor, or any other interested person who is adversely affected by the Director's determination or action made pursuant to this Specific Plan, may appeal the Director's determination or action to the City Planning Commission and may thereafter appeal the action of the City Planning Commission to the City Council. Such appeals shall be made within 15 days after the date of mailing of the Director's determination or action or the City Planning Commission's determination if appealed to the City Council, in accordance with the procedures prescribed for Tentative Maps in Section 17.06 of the Code.

Fees for filing an appeal by the applicant, shall be the same as those for an appeal from a decision on an application for specific plan design review approval as set forth in Section

19.01 P of the Code, except as provided in Section 19.01 K 1 of the Code. Fees for appeals by a person other than the applicant shall be the same as those provided in Section 19.01 K 2 of the Los Angeles Municipal Code.

M. Additional Review and Approval of Revised Project.

Following the approval of a design review application, no change shall be made to any portion of a plan reviewed and approved by the Director, or City Planning Commission, or City Council, without additional review and approval of the Director acting on a recommendation of the Board.

Sec. 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision application, and to this end the provisions and clauses of this ordinance are declared to be severable.

Part 5

**MULHOLLAND SCENIC PARKWAY
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992**

ADMINISTRATIVE RESPONSIBILITIES

Applicant

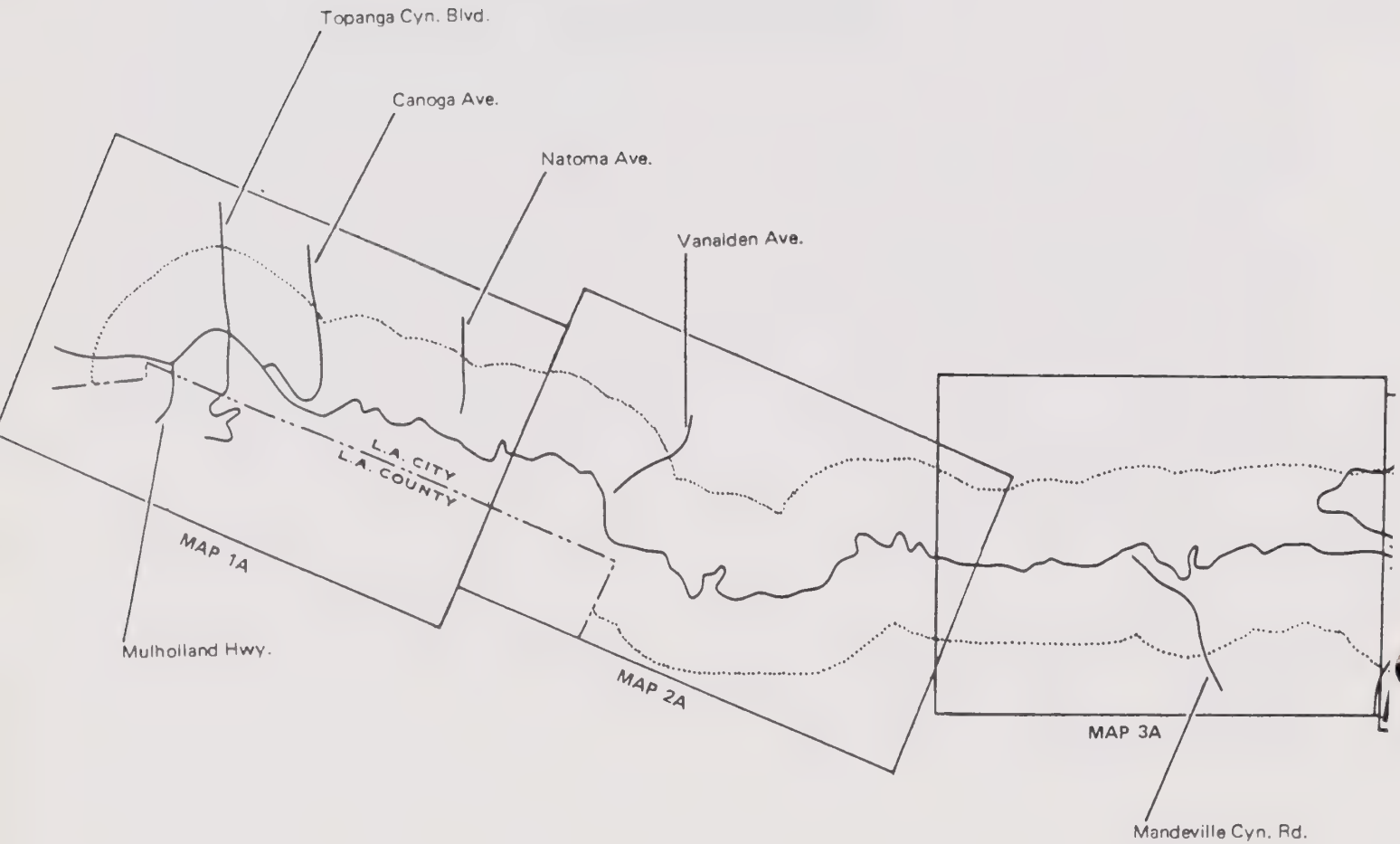
- Applicant must file an application for Design Review for any project visible from Mulholland Drive and/or which does meet the exemption provision of the Specific Plan
- Upon receipt of the Director of Planning's determination regarding a project, the applicant or other interested parties may appeal the decision to the City Planning Commission and further appeal the matter to the City Council. Such appeals must be made within 15 days after the date of the mailing of the Director's Determination.

Design Review Board

- The Mulholland Scenic Parkway Design Review Board, upon receipt of the project application will take an action to approve, disapprove or conditionally approve the project and transmit its determination to the Director of Planning.

Department of City Planning

- The Director of Planning, upon receipt of the Mulholland Scenic Parkway Design Review Board's Action on a project, will approve, disapprove or modify said recommendation and forward a copy of the determination to the applicant, the Design Review Board and the Department of Building and Safety.



MULHOLLAND SCENIC PARKWAY

SPECIFIC PLAN

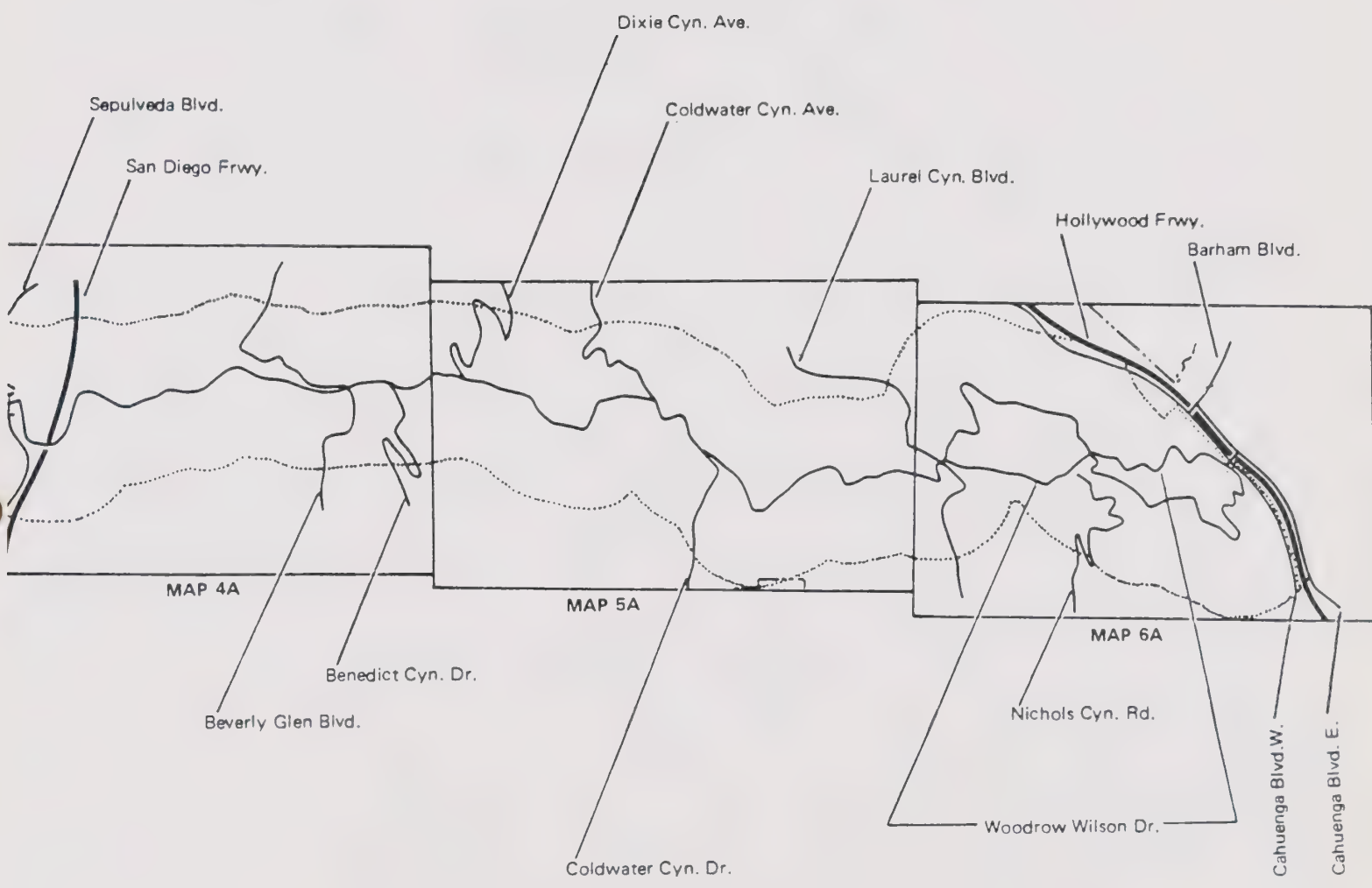


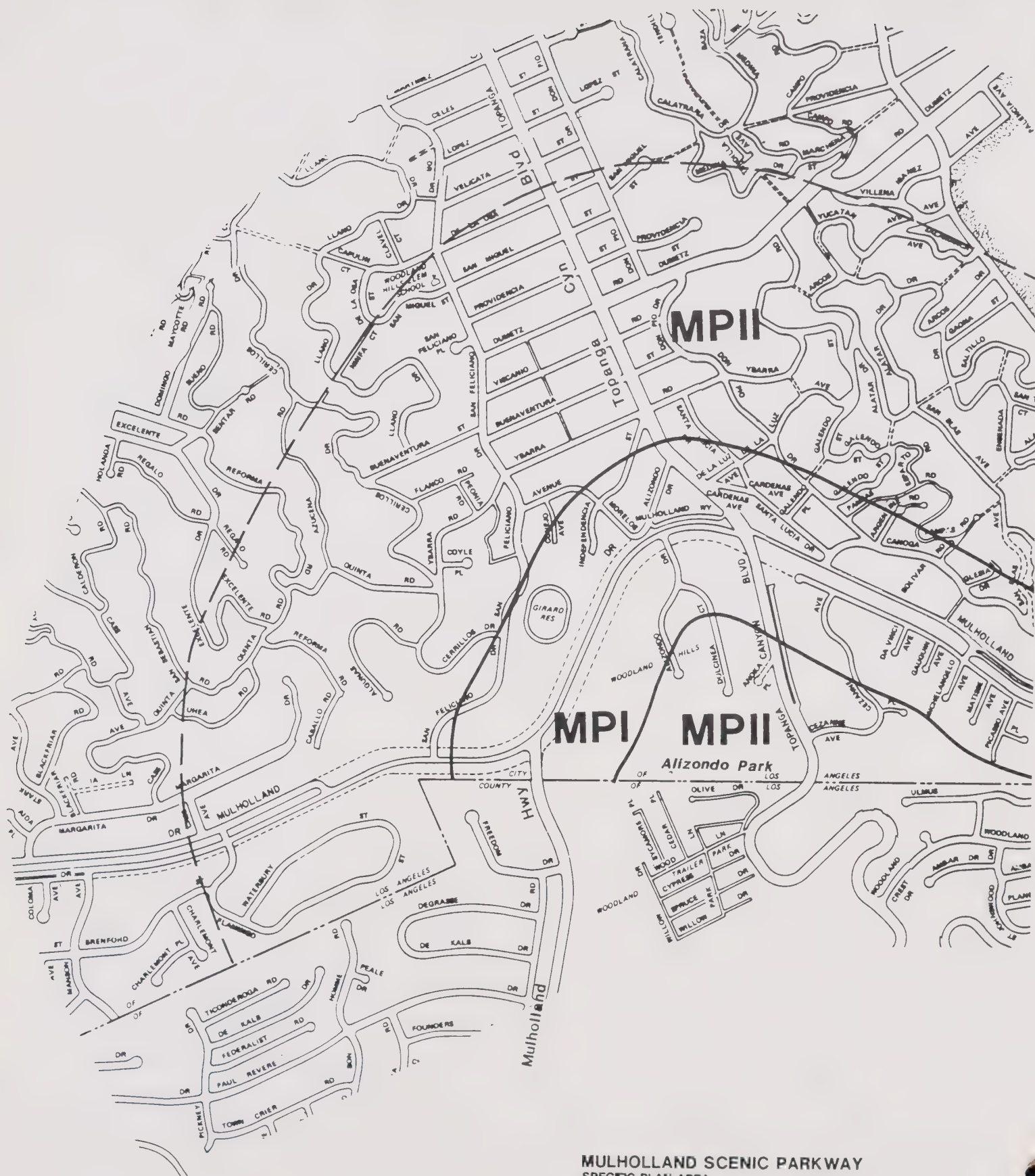
SPECIFIC PLAN AREA

BOUNDARY DEFINITION MAP SERIES KEY

"A" Series delineates Overlay Zone Boundaries

"B" Series illustrates approximate location of Recreational Features





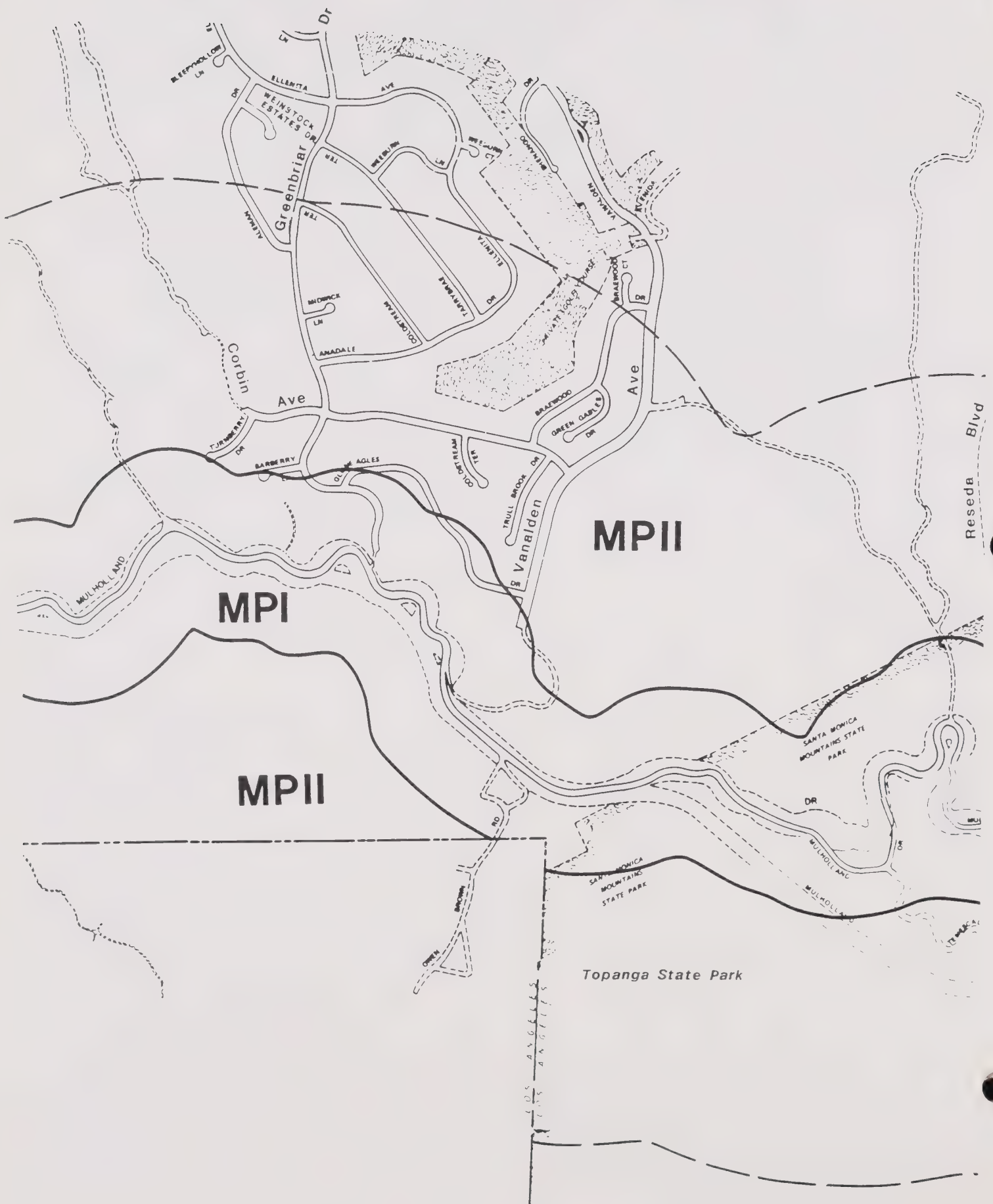
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SPECIFIC PLAN AREA**

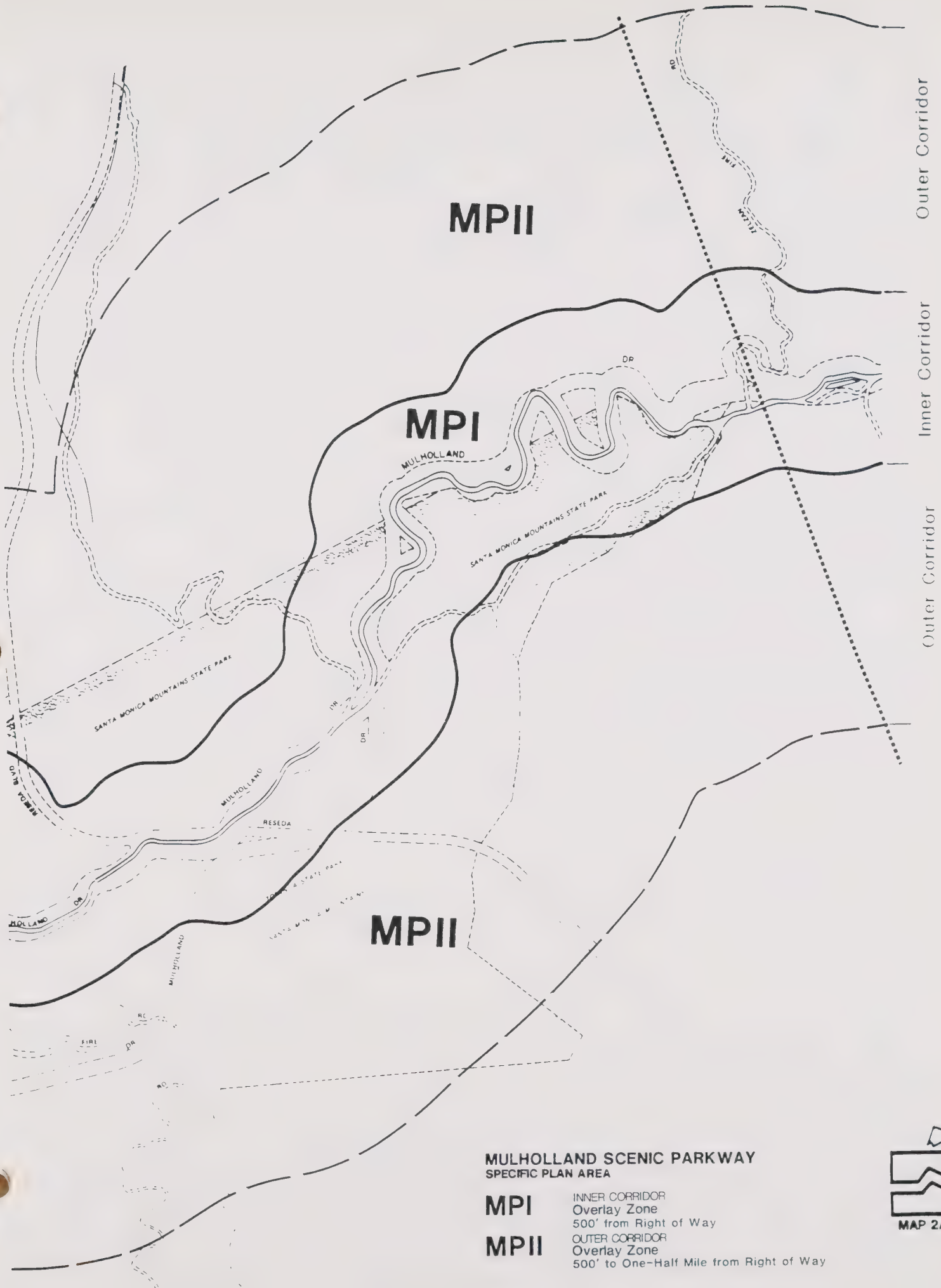
MPI

INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII

OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way





MPII

MPI

MPII

Outer Corridor

Inner Corridor

Outer Corridor

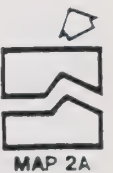
**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

MPI

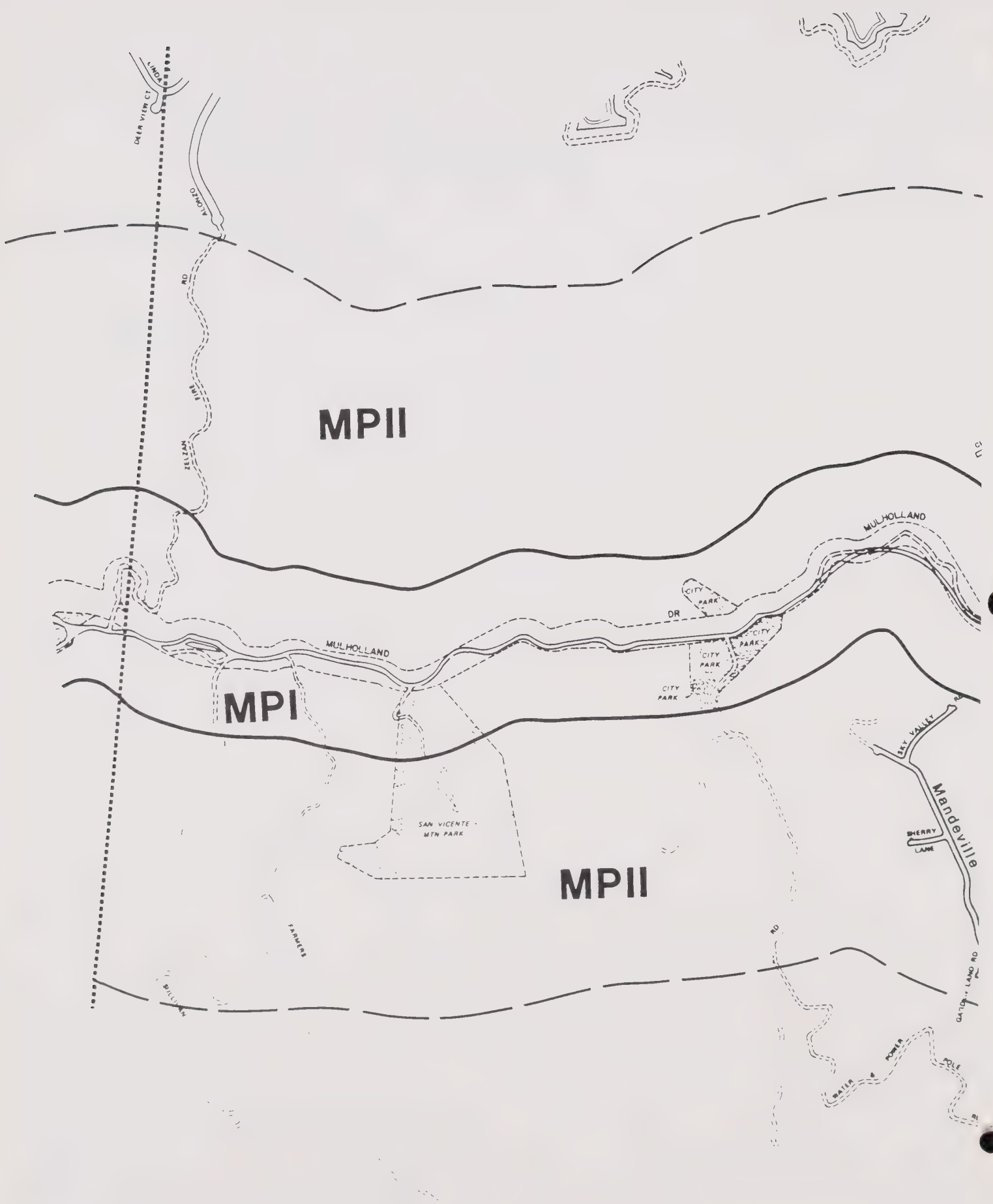
INNER CORRIDOR
Overlay Zone
500' from Right of Way

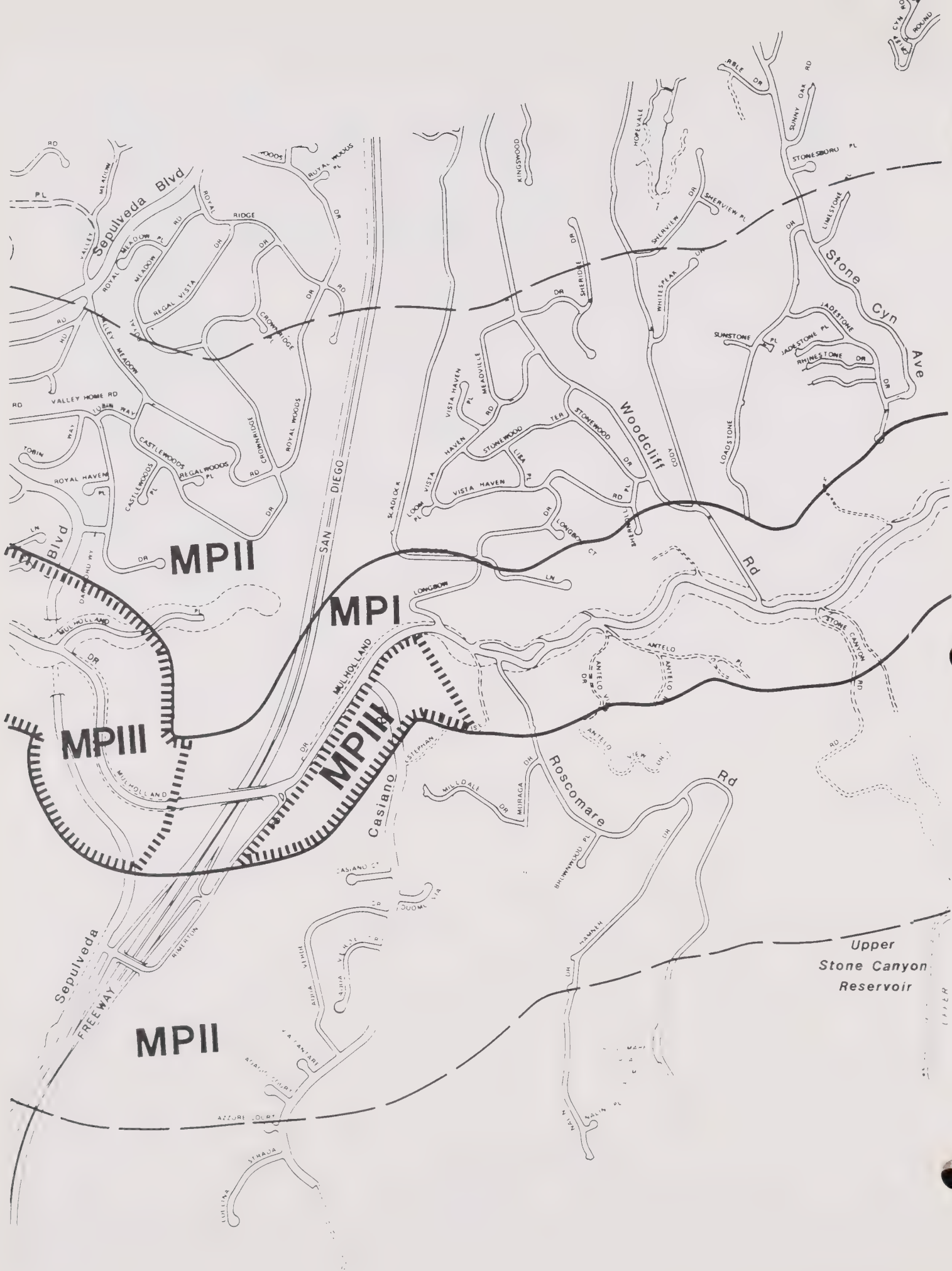
MPII

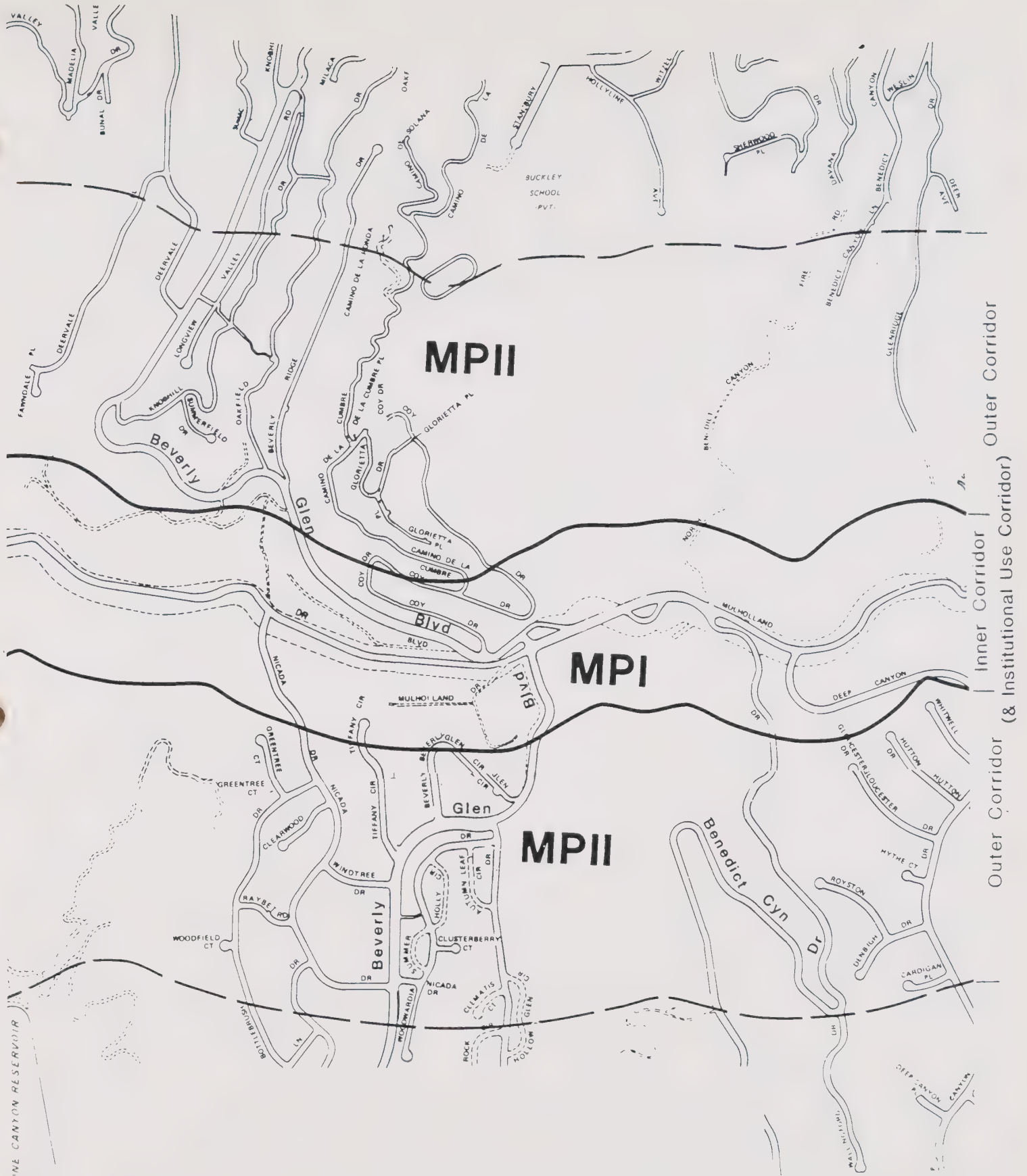
OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way



MAP 2A







**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

MPI

INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII

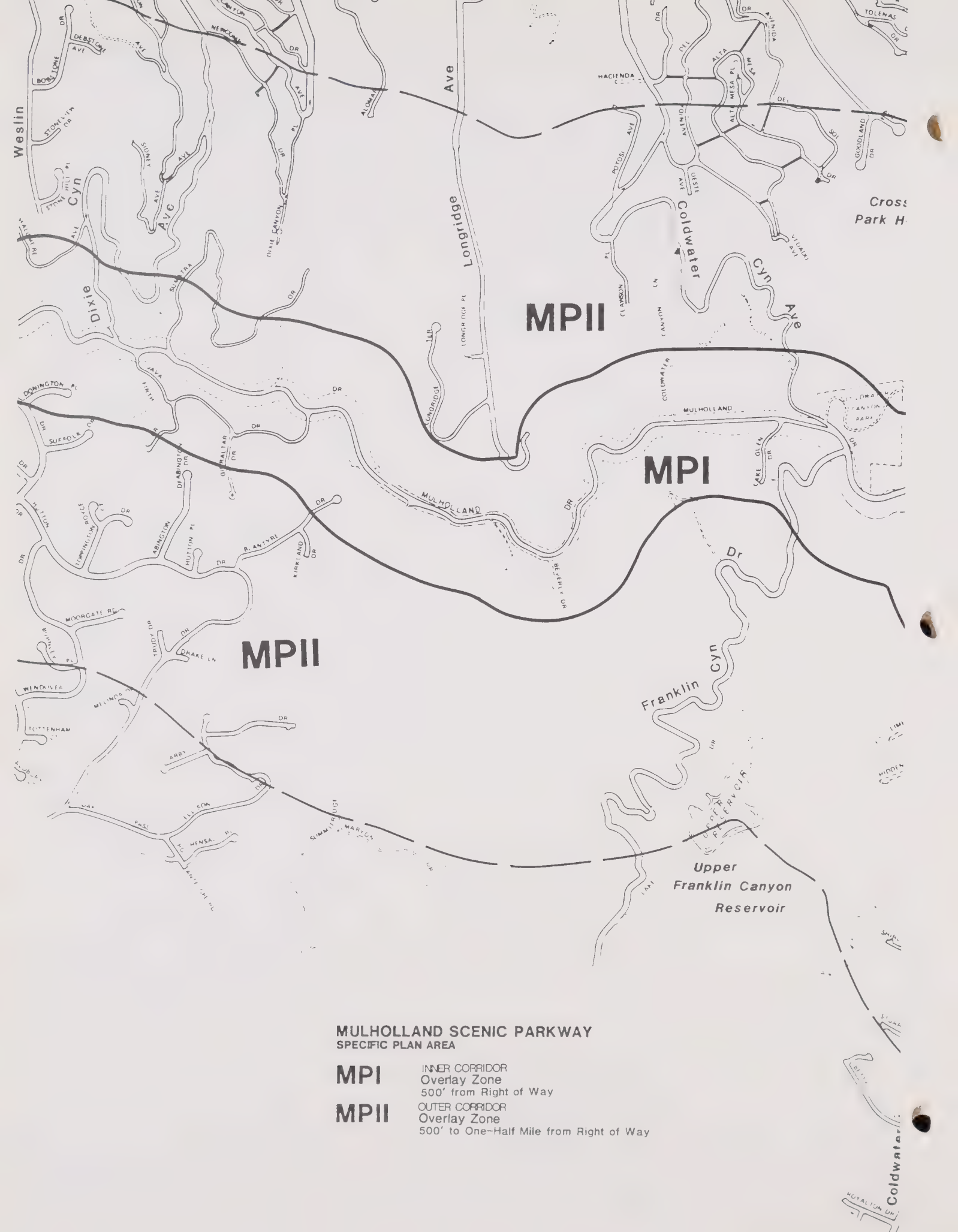
OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

MPIII

INSTITUTIONAL USE CORRIDOR



MAP 4A



**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- MPI** INNER CORRIDOR
Overlay Zone
500' from Right of Way
- MPII** OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

Mountain Headquarters

MPII

MPI

MPII

Laurel Canyon Park

MAP 5A

Outer Corridor

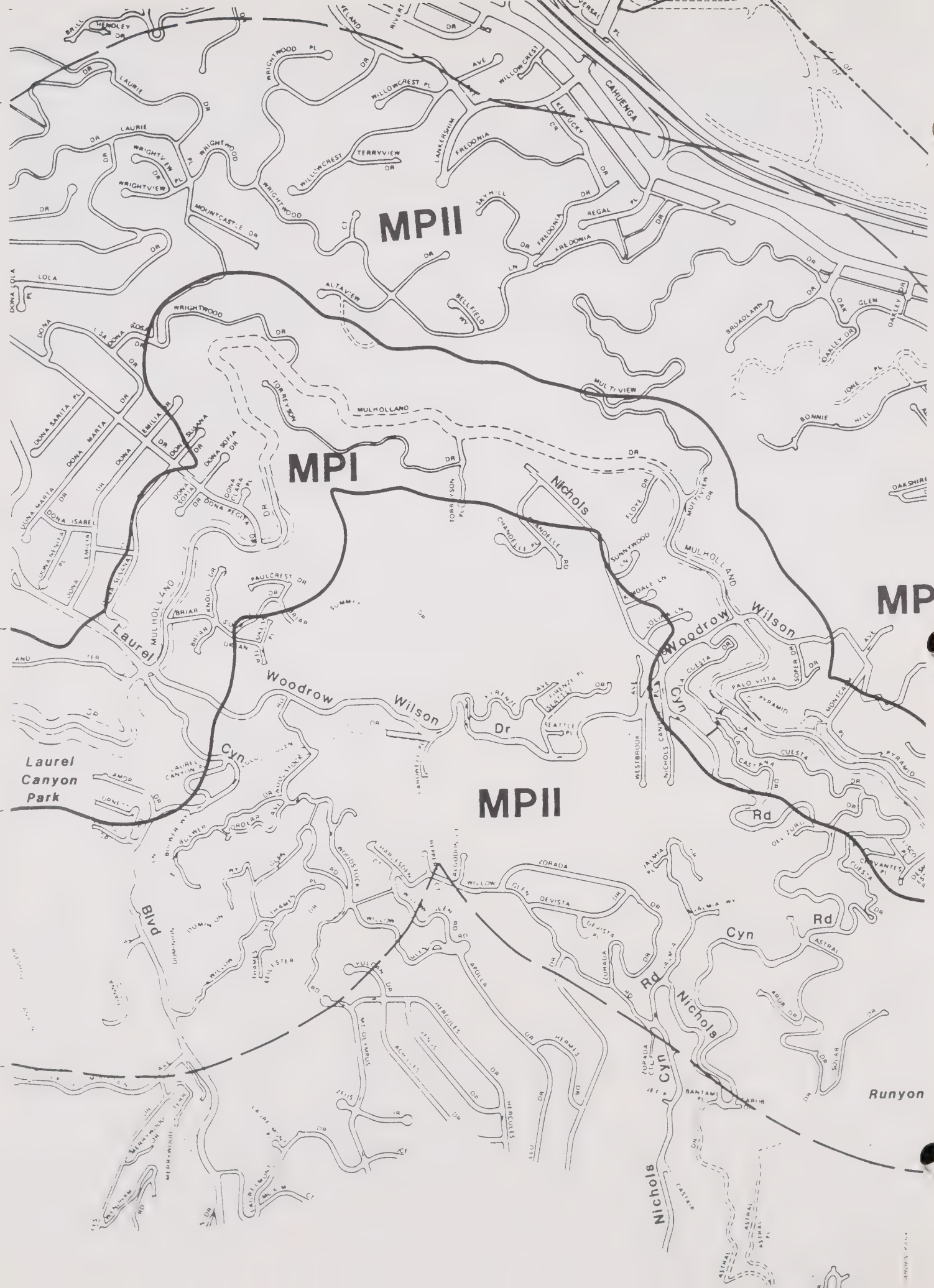
Inner Corridor

Outer Corridor

Outer Corridor

Inner Corridor

Outer Corridor



MPII

MPI

MP

MPII

Laurel Canyon Park

Runyon

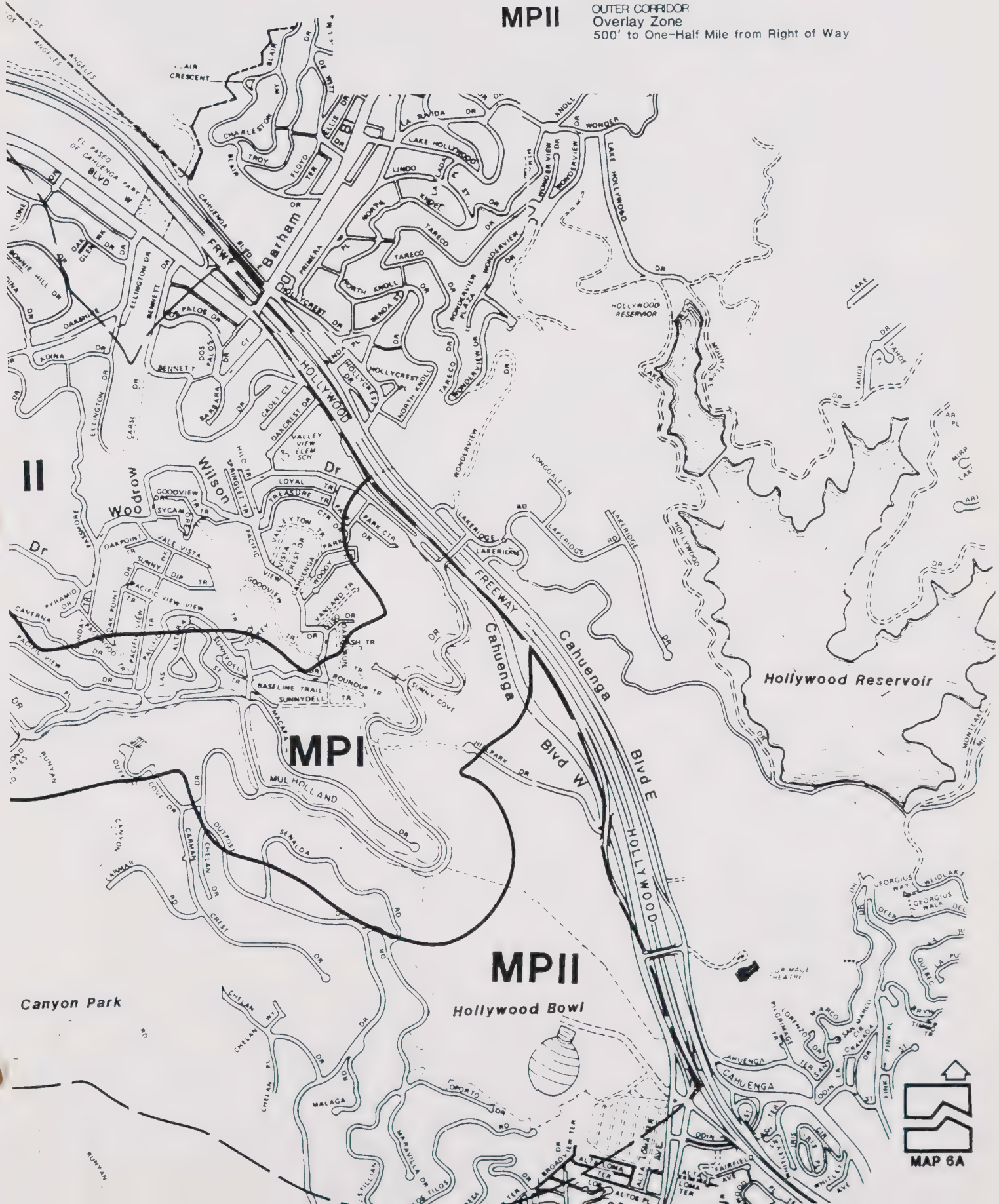
**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

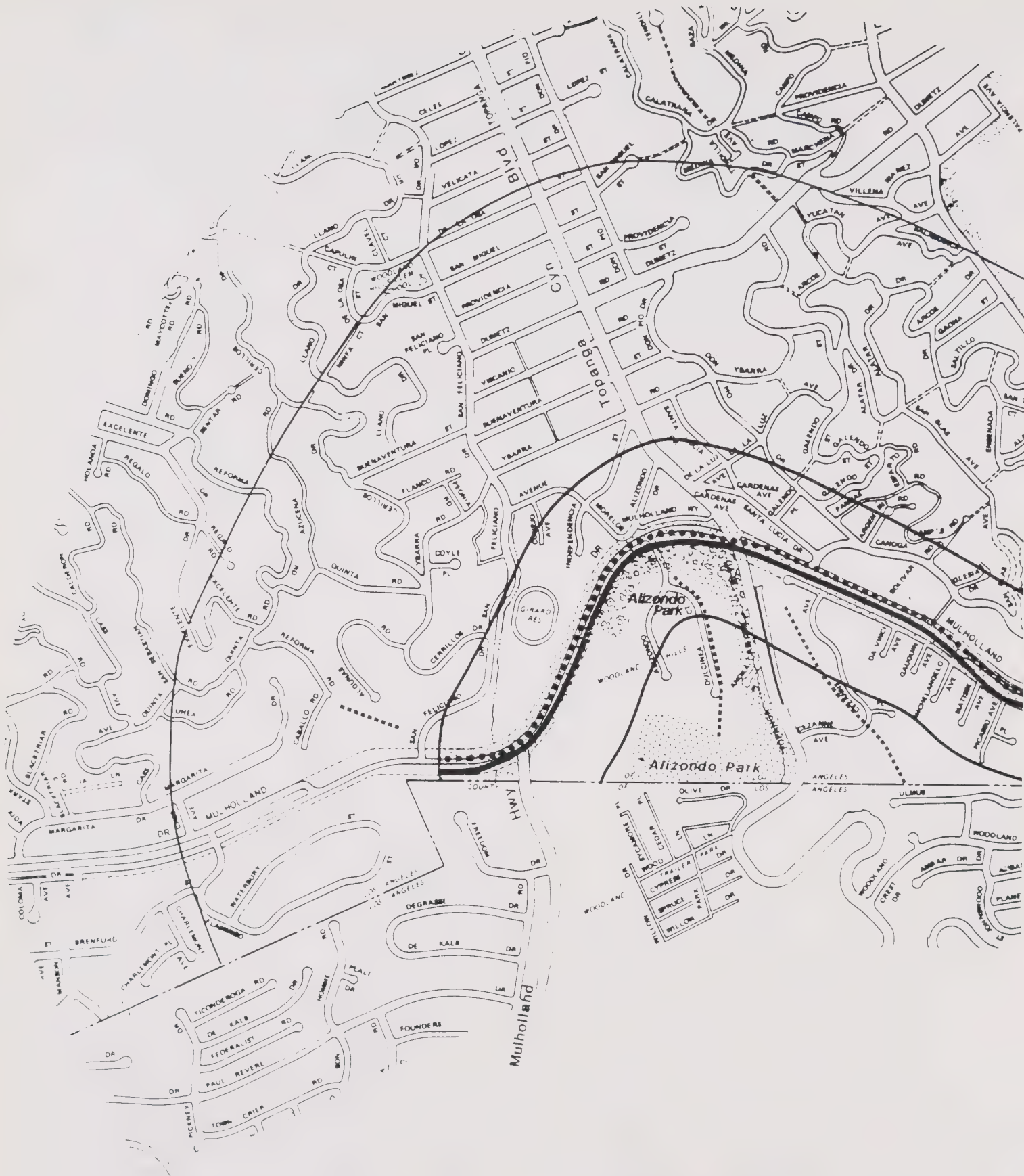
MPI

INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII

OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way



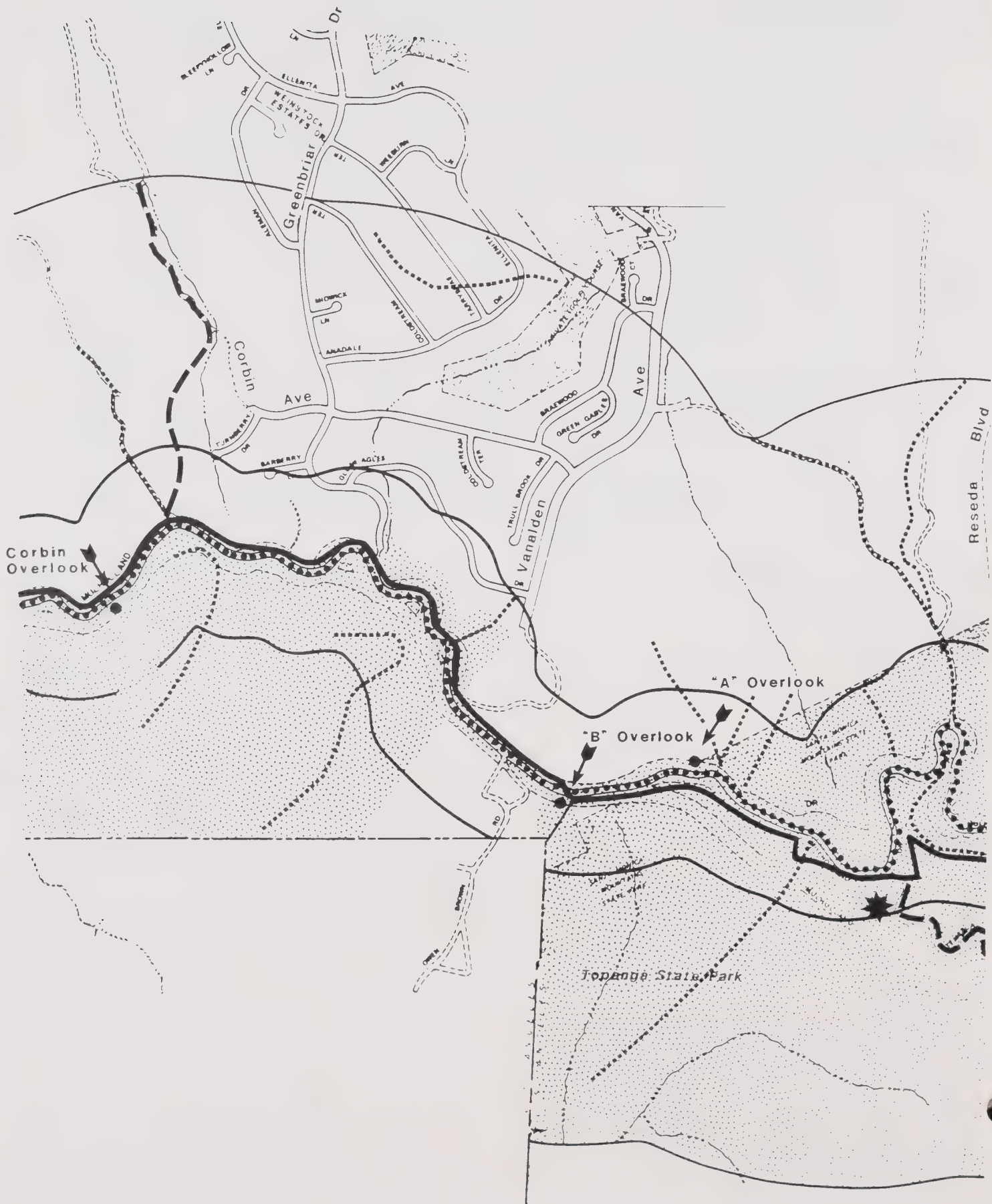


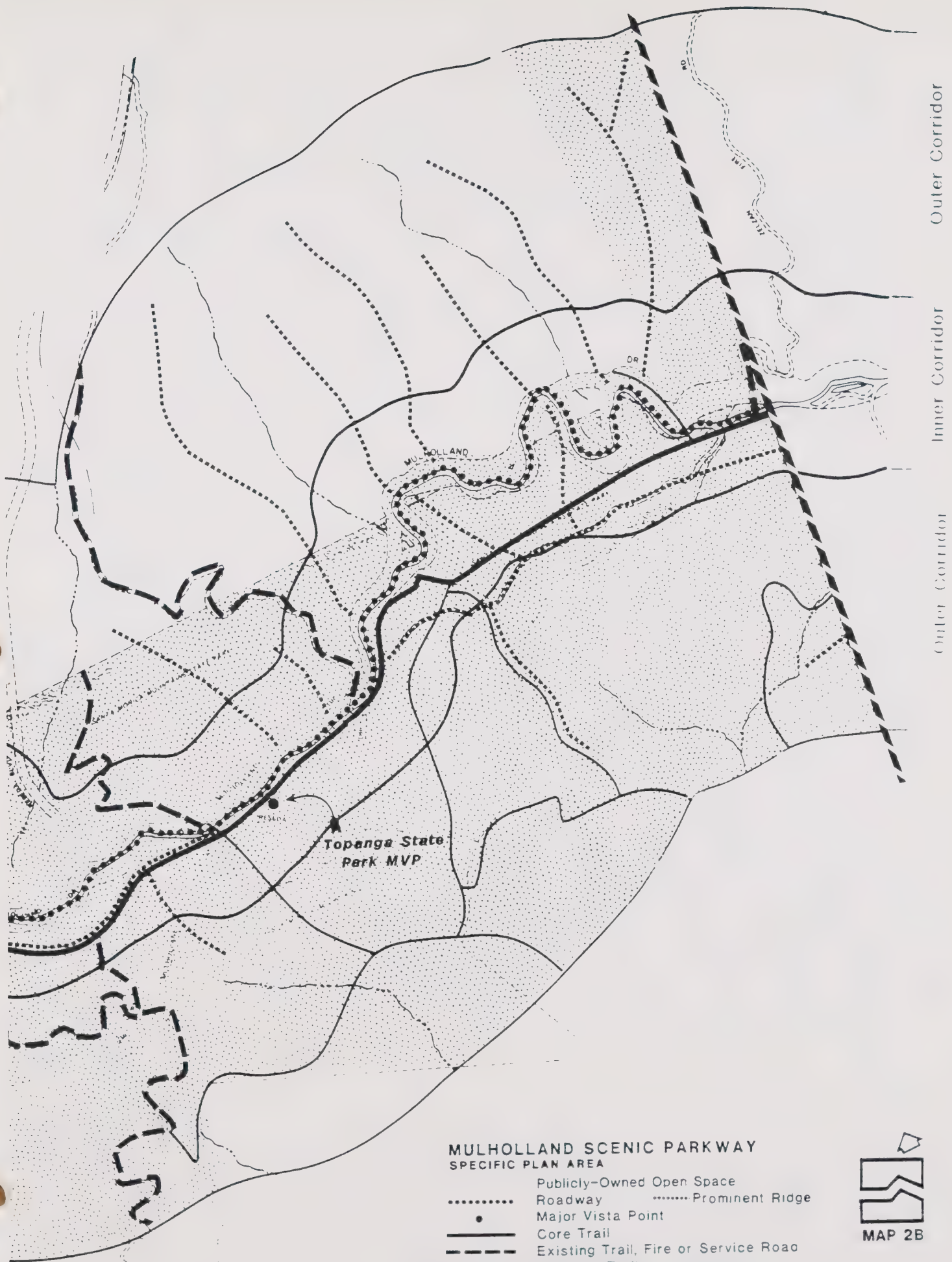
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

- Publicly-Owned Open Space
..... Roadway Prominent Ridge
● Major Vista Point
———— Core Trail ———— Public Parkland
- - - - Existing Trail, Fire or Service Road
———— Proposed Trail



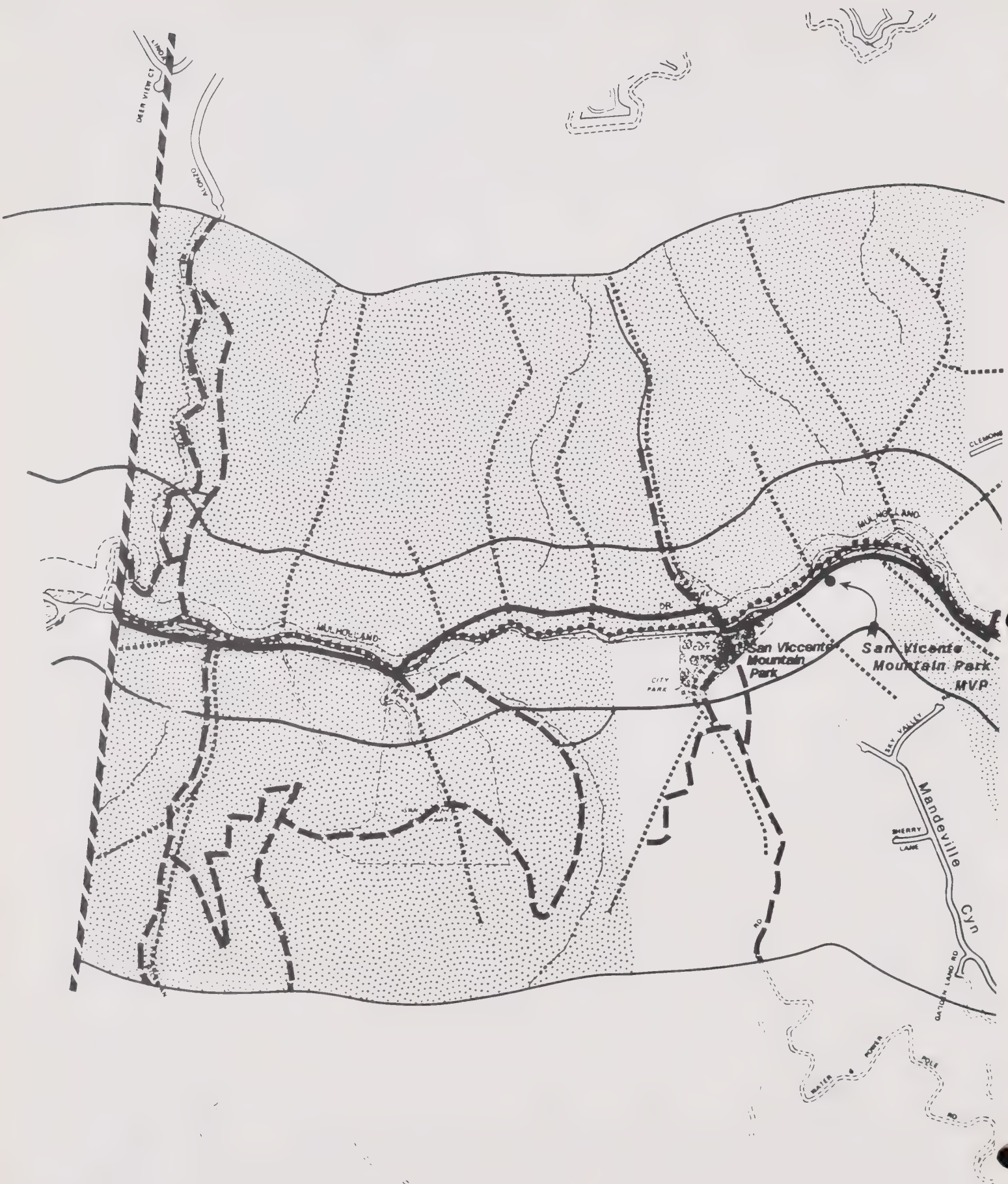
Outer Corridor
Inner Corridor
Outer Corridor

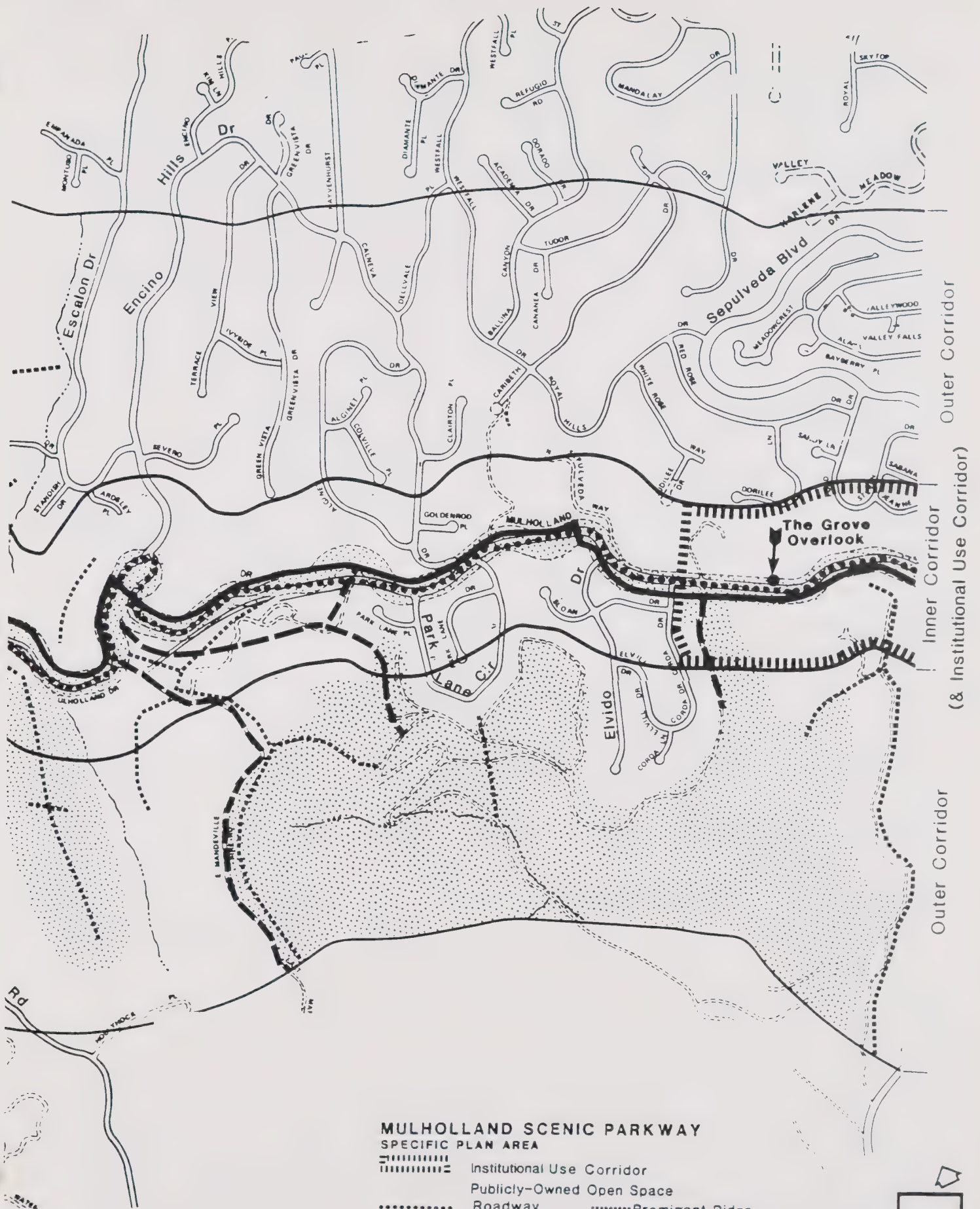





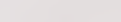






**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail
- ★ Organized Group Meeting Area

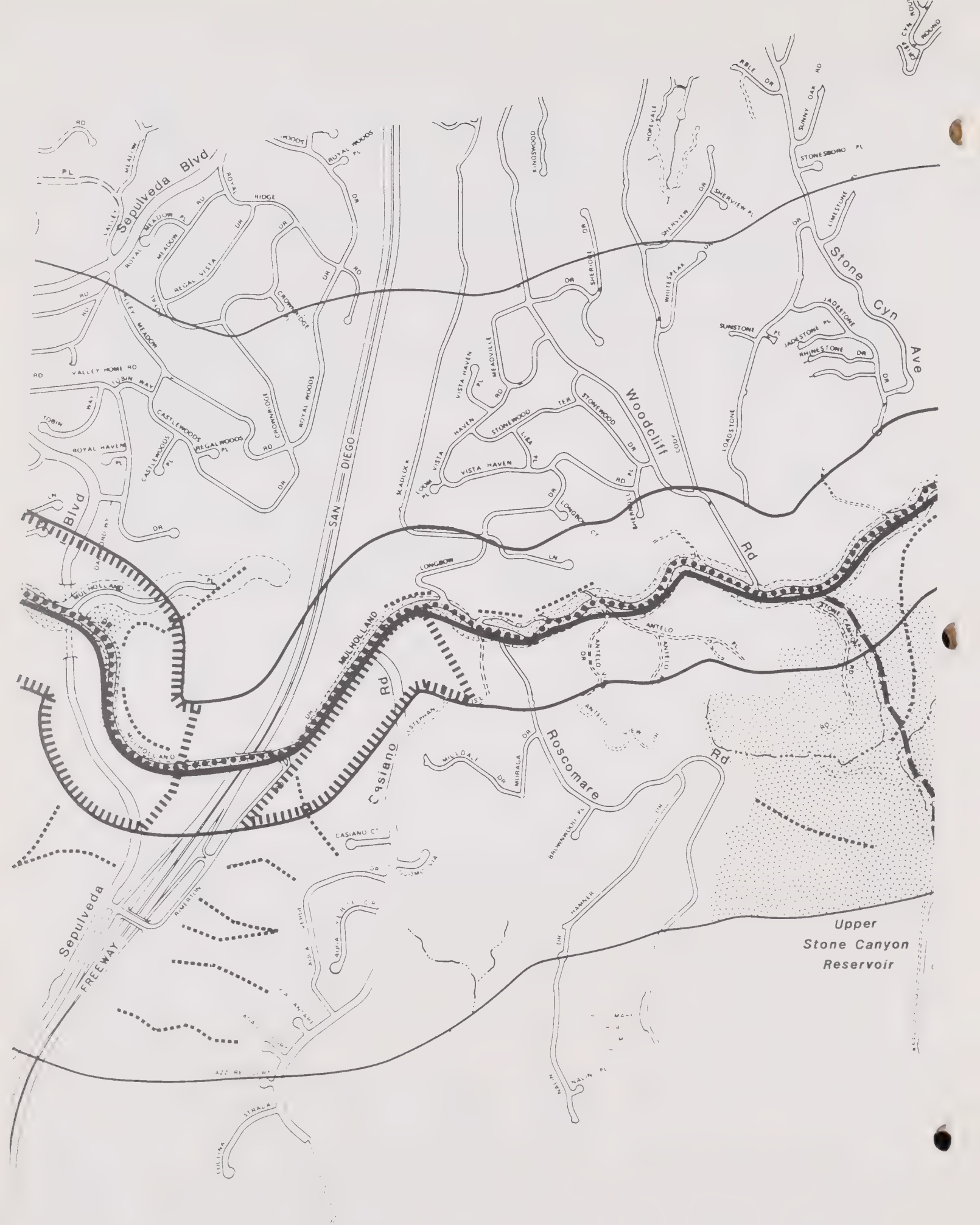




MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

-  Institutional Use Corridor
-  Publicly-Owned Open Space
-  Roadway
-  Prominent Ridge
-  Major Vista Point
-  Core Trail
-  Existing Trail, Fire or Service Road
-  Proposed Trail





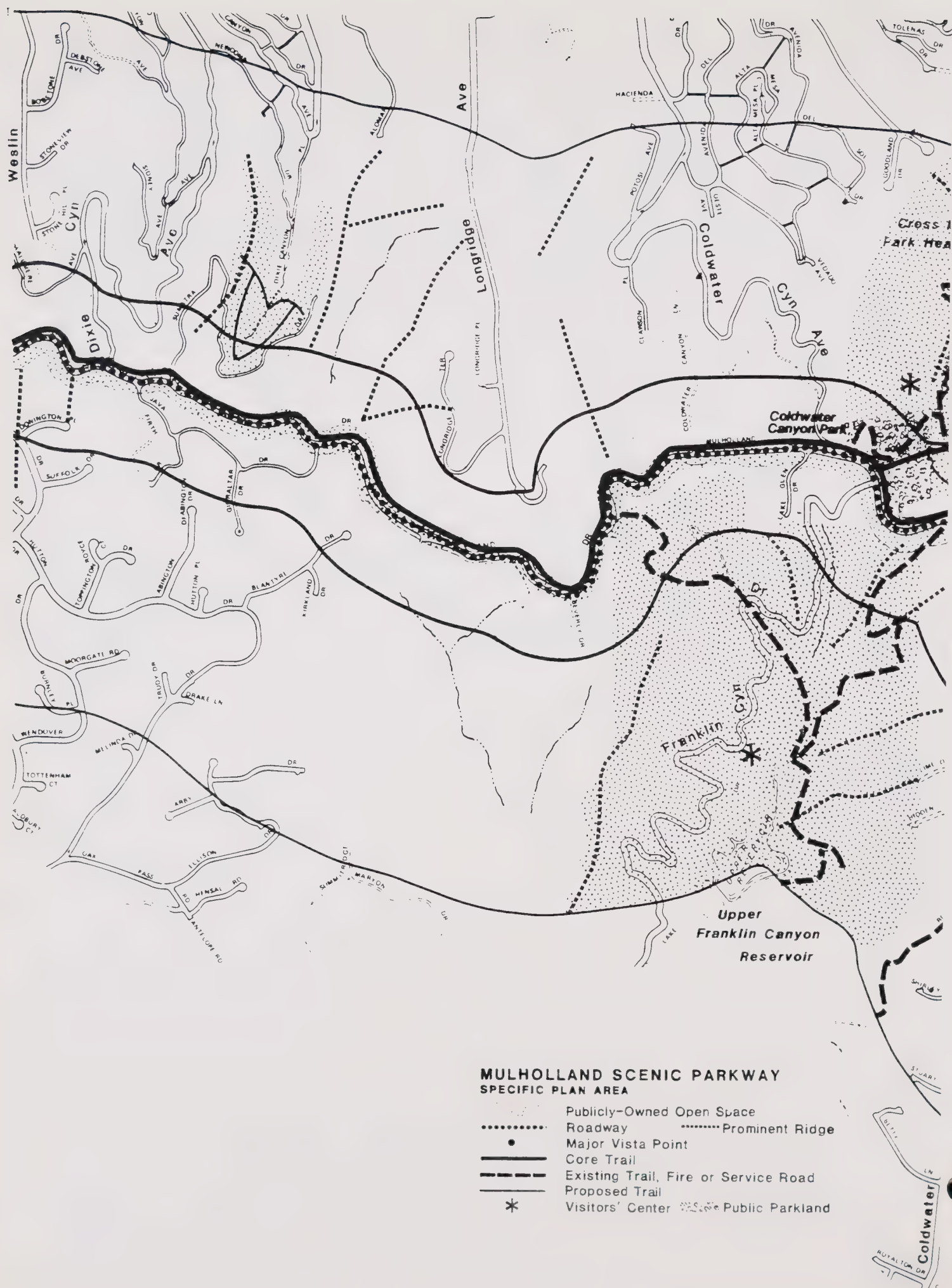


Outer Corridor
 Inner Corridor
 (& Institutional Use Corridor)
 Outer Corridor

**MULHOLLAND SCENIC PARKWAY
 SPECIFIC PLAN AREA**

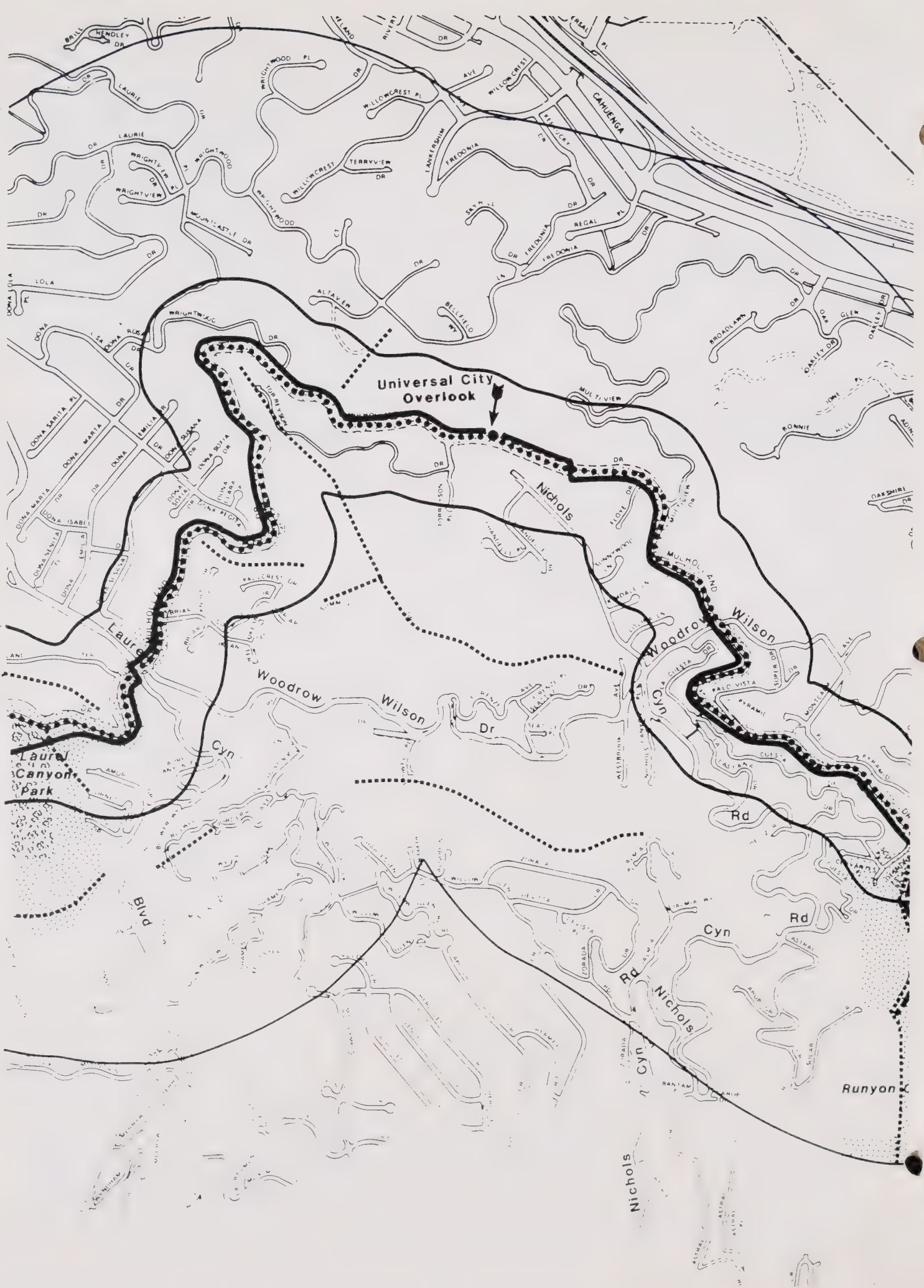
- Institutional Use Corridor
- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road





**MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA**

- Publicly-Owned Open Space
- Roadway
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road
- Proposed Trail
- Visitors' Center
- Public Parkland
- Prominent Ridge



MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Public Parkland
- Existing Trail, Fire or Service Road



TABLE OF CONTENTS

Warner Center Specific Plan

1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

200MISC (032395)

Part 1

WARNER CENTER SPECIFIC PLAN Ordinance No. 168,873 Effective August 17, 1993

**Amended by Ordinance No. 168,984
Effective August 17, 1993**

**Amended by Ordinance No. 170,004
Effective August 26, 1994**

SUMMARY OF PROVISIONS

Prohibitions

With exceptions, no grading permit, foundation permit, building permit, sign permit, or use of land permit will be issued unless a Project Approval is obtained. No Project Approval will be granted if the commercial, industrial or non-residential component of a Project's floor area would exceed the cumulative floor area limits permitted for the applicable Plan phase:

Phase I	-	21.5 million square feet
Phase II	-	26.5 million square feet
Phase III	-	31.5 million square feet
Phase IV	-	35.7 million square feet

Project Approval

Prior to Project Approval, the Director of Planning must review Projects for consistency with the Specific Plan. Project Approval is subject to the following requirements for the applicable Specific Plan phase:

- ° Transit system improvements, Transportation Systems Management (TSM) actions, and street and highway improvements.
- ° Level of Service (LOS) compliance at designated street and highway intersections.
- ° Average Vehicle Ridership (AVR) compliance.
- ° Office parking compliance, including specified minimum or maximum parking ratios for Single-Occupancy Vehicles (SOV), High-Occupancy Vehicles (HOV), and Intercept Parking.
- ° Implementation of a residential neighborhood protection program.

Project Approval procedures are established for multiple-phase Projects which generate 500 or more vehicle trips.

The requirements of the Specific Plan supersede and replace the requirements of the City's Site Plan Review Ordinance for the Specific Plan area.

Land Use Categories

Nine land use categories regulate the use of property within the Specific Plan area:

(WC)OS	Open Space
(WC)R3	Multiple-Family Residential
(WC)CR	Limited Commercial
(WC)C1	Limited Commercial
(WC)C1.5	Limited Commercial
(WC)C2	Commercial
(WC)C4	Commercial
(WC)C/I	Commercial/Industrial
(WC)PF	Public Facilities

A combination of WC Zone/land use category symbols, followed by a height/floor area designation, is shown on the Land Use Categories Map, Map No. 3.

Permitted uses, area and yard requirements of the various land use categories are generally the same as the use, area and yard requirements of the zone in the LAMC with the same name, except for the (WC)C/I Warner Center Commercial/Industrial Land Use Category and the setback provisions contained in Section 10 (Urban Design Requirements) of the Specific Plan.

The (WC)C/I Commercial/Industrial Land Use Category is intended to promote a mix of high-tech industrial development, office and commercial uses, and medium density residential development. Permitted uses include those allowed in the C2, MR1, M1 and M2 Zones, except for specified prohibited uses. The maximum density range for residential uses is between one dwelling per 600 square feet of lot area and one dwelling unit per 1,000 square feet of lot area, depending on the number of habitable rooms of each dwelling unit.

Floor Area Ratios and Building Limitations

Regardless of the floor area ratio (FAR) designations shown on the Land Use Categories Map and the cumulative floor area limitations established by the Specific Plan phases, each lot has a minimum or basic development right of 0.35 to 1 FAR.

The Specific Plan area is divided into five subareas with a graduated pattern of types and intensities of land use: Core, Primary, Secondary, Tertiary and Residential. The floor area ratios and height limits applicable to each non-residential subarea are:

- Core: 2:1 FAR -- No height limit
- Primary: 1.5:1 FAR -- 145 and 165-foot height limits
- Secondary: Between 1:1 and 1.25:1 FAR -- 75 and 145-foot height limits
- Tertiary: 1:1 FAR -- 45, 60 and 75-foot height limits

See Map No. 3 for FAR designation and height limit applicable to a particular lot within the Subarea.

Applicants are eligible to receive a FAR bonus of 0.25:1, if a portion of a Project site is dedicated for a public transit station at a suitable location.

A floor area bonus of two square feet for every one square foot of land dedicated for open space at the northeast corner of Topanga Canyon Boulevard and Oxnard Street is provided for the purpose of developing an open space "gateway" to the Core subarea.

The following uses are exempt from FAR calculations:

- Dwelling units
- Child care, elder care, and inter-generational care facilities
- Community facilities
- Public transit stations

Transfer/Increase/Averaging Floor Area

Transfers of floor area are permitted within the same subarea, or from one subarea to another that is upward in the hierarchy of subareas (e.g., from the Secondary subarea to the Primary or Core subareas). The receiver site must permit the same or less restrictive use as the donor site.

The floor area resulting from a transfer may exceed the base permitted floor area of a site by up to 10 percent. If a public benefit resource, as defined, is provided on a receiver site as a result of a transfer, the base permitted floor area of the site may be exceeded by up to 25 percent, observing height restrictions. Height bonuses are permitted for Projects involving mixed-use development.

Floor area ratio averaging is permitted for a Project which is a unified development as defined in the LAMC. Both floor area transfers and floor area ratio averaging require a Project Approval.

Urban Design Requirements

Urban design provisions are established for:

- Permitted increases in building height above designated height limits in exchange for increased open space.

- Articulation of building and parking structure facades and separation of building towers.
- Maximum lot coverage, which is 70 percent of the area of a lot, including main and accessory structures.
- Minimum setbacks of 25 feet and an additional setback of 15 feet on certain streets.
- Landscaping of setback and open space areas and parking facilities.
- Conceptual development of Owensmouth Parkway.
- Design approval of transit shuttle stops and pedestrian walkways.

Transportation Requirements

Prohibition - No permit will be issued for a Project until the Department of Transportation has analyzed the transportation impacts and the applicant has completed or guaranteed transportation mitigation measures.

Review of Transportation Impacts - Applicants must file a transportation impact review application to determine the number of peak hour vehicle trips to be generated by a Project and any potentially significant traffic impacts. A written traffic assessment by the Department of Transportation may be required for Projects generating more than 42 trips. If the traffic assessment finds that a significant transportation impact may be caused by the Project, then the applicant is required to submit for approval a traffic mitigation plan which proposes mitigation measures to be implemented by the applicant.

The Department of Transportation calculates the number of vehicle trips for a Project based on the Trip Generation Table in Appendix B.

Street Improvements to Mitigate Transportation Impacts - The Department of Transportation will require as a condition of granting a building, grading or foundation permit that mitigation measures be undertaken or guaranteed to mitigate the transportation impacts of a Project. They may include, but are not limited to:

- Street widenings and dedications
- Construction of off-site improvements
- Traffic signal system improvements
- Submittal of a preliminary transportation demand management (TDM) plan that results in greater effectiveness than assumed in the adjusted trip generation rates in Appendix B.
- Implementation of public transportation and transit improvements.

Applicants must record a covenant and agreement promising to complete the mitigation measures required by an approved traffic mitigation plan prior to issuance of any certificate of occupancy.

Transportation Impact Assessment (TIA) Fee - Applicants are required to pay a TIA Fee for the purpose of funding the transportation improvements listed in Appendix A. The fee is derived by multiplying the number of P.M. peak hour trips generated by a trip cost factor. The trip cost factor for Phase I of the Specific Plan is \$4,907 per trip.

The Department of Transportation is required to obligate monies collected from payment of the TIA Fee within five years of full payment of the fee, or otherwise refund the fee to the applicant.

The following uses are exempted from payment of the TIA Fee:

- Child care, elder care and inter-generational care facilities.
- Additions, alterations or construction of any single-family or multiple-family residential uses and accessory structures, including the residential portion of any mixed-use Project, but excluding hotels, motels.
- Temporary uses of less than six months in duration.
- Transit stations and park and ride facilities.
- Churches, synagogues, and other properties used for religious worship.
- Private and public elementary and secondary schools and all non-profit educational institutions.
- Community facilities.
- Non-profit hospitals, and medical uses related to such hospitals.

In-Lieu Credits - An applicant is entitled to in-lieu credit against the TIA Fee for all or portions of completed or guaranteed transportation improvements, including land dedications, listed in Appendix A.

Transportation Demand Management (TDM) Program - If a Project consists of 15,000 square feet or more of floor area or 50 or more employees, a preliminary TDM plan must be submitted to Department of Transportation along with the transportation impact review application.

The issuance of any permit for existing development having 15,000 square feet or more of floor area or 50 or more employees also requires submittal of a preliminary TDM plan. The TDM plan must be submitted by July 17, 1995 or within 60 days of issuance of any permit, whichever is later.

A TDM plan is to detail the measures that the applicant or Project occupants will implement to achieve and maintain the average vehicle ridership (AVR) standard for applicable Specific Plan phase. TDM plans are to include the following:

- Building and site design elements to facilitate employee vehicle trip reduction efforts.
- Measures to be performed by the applicant or building manager in providing ridesharing services and information to employees.
- Financial and non-financial incentives to be offered to employees that reduce the number of employee vehicles brought to or near the work site.
- Parking cash-out provisions, under which any employee who receives or is entitled to a parking subsidy from his/her employer will be offered the option to be paid the amount of that subsidy, less taxes, in cash, to be used at the employee's option for expenses associated with commuting to and from work or any other expenses.
- A stipulation that all employers at the site either belong to a transportation management organization (TMO) or establish an individual or group TMO.

All employers are required to make a financial contribution to a TMO by July 17, 1995 and submit an annual commuter survey to the Department of Transportation for the purpose of monitoring compliance with the Specific Plan's AVR requirements.

Residential Neighborhood Protection Program - The Specific Plan establishes a neighborhood protection program for nine residential neighborhoods adjacent to the Specific Plan area. The primary goal of this program is to minimize the intrusion of through-traffic into the nine neighborhoods, with streets and intersections near Warner Center given high priority for proposed traffic impact mitigation measures. Public participation in the program is organized through the appointment of a committee with representatives from each of the nine neighborhoods. The committee has authority to make recommendations to the Departments of City Planning and Transportation and the applicable Council District Office(s) concerning the development and implementation of neighborhood protection measures. The capital costs of program improvements are to be funded during Phase I by \$9 million allocated from the Warner Center Transportation Improvement Trust Fund, which is the depository of TIA Fee payments.

Parking Requirements

Off-Street Parking (General) - Unless otherwise set forth below, off-street parking is to be provided in accordance with applicable provisions of LAMC Section 12.21 A 4.

Office Parking - The parking requirements for any office development subject to a Project Approval are as follows:

OFFICE PARKING (Parking Spaces per 1,000 Square Feet of Floor Area)				
PHASE	I	II	III	IV
Single-Occupancy Vehicle (maximum)	2.7	2.0	1.5	1.2
High-Occupancy Vehicle (minimum)	0.3	0.4	0.5	0.6
Total SOV + HOV	3.0	2.4	2.0	1.8
Intercept Parking (minimum)	0.2	0.3	0.3	0.4
Total	3.2	2.7	2.3	2.2
Totals do not preclude an Applicant from providing more than the specified minimum number of HOV and Intercept Parking spaces in any of the Phases.				

Intercept Parking - The location of any intercept parking facilities is subject to the approval of the Department of Transportation. Whenever it is not practical or feasible to provide intercept parking, an applicant may pay an in-lieu fee of \$ 7,500 per each required intercept parking space. The in-lieu fee payment is to be deposited into a Warner Center Intercept Parking Trust Fund.

Controlled Parking Access for Major Shopping Centers - Submittal of a parking management plan to DOT and the Department of City Planning is required for shopping center projects containing 250,000 square feet or more of total floor area. The plan is to specify measures to be implemented and enforced by the Project owner or tenant(s) to control parking access.

Hotels and Motels - Off-street parking is to be provided in accordance with LAMC Section 12.21 A 4 (b), except hotels with banquet facilities are to provide an additional one parking space for every three seats.

Theaters, Auditoriums, Convention Facilities, Religious Institutions or Other Similar Places of Assembly - One parking space is to be provided for every three fixed seats, or for each 21 square feet of floor area, excluding stage area.

Shared Parking Agreements - Shared parking agreements are permitted for all uses, subject to approval by the Departments of City Planning and Transportation.

Mixed-Use Projects

Incentives - An applicant is permitted one of the following incentives for any mixed-use project in the (WC)CR, (WC)C1, (WC)C1.5, (WC)C2, (WC)C4, and (WC)C/I Land Use Categories:

- ° A maximum 20 percent increase in height over the maximum permitted height, or an additional 15 feet above the maximum permitted height, whichever is greater; or,

- ° A reduction in the TIA Fee for the non-residential portion of the mixed-use project to the extent that the number of PM peak hour trips generated is adjusted to reflect the trip reductions attributable to the mix of uses.

To qualify for either of these incentives, a mixed-use project must contain a minimum of 10,000 square feet of floor area in combination with a minimum of five dwelling units on a single building site. Also, the applicant must submit a plan to provide for the right-of-first refusal to purchase the dwelling units in the mixed-use project by employees of businesses located within the Specific Plan area.

Requirements - Findings are required with the Project Approval for a mixed-use project. The Specific Plan also establishes standards for landscaping and landscape buffers, recreational facilities and service amenities. No residential component of a mixed-use project may be located within 100 feet of any industrial use (except research and development or high technology type industries and/or office park developments).

Child Care Facility Incentives

Incentives - An applicant for a Project containing 50,000 square feet of non-residential floor area is eligible to receive:

- ° A floor area bonus of five square feet for every one square foot of floor area constructed or guaranteed for a child care facility located within the Specific Plan area;
- ° An exemption for the floor area of a child care facility from being counted toward a Project's floor area ratio and from the otherwise required payment of the TIA Fee; and
- ° A trip reduction credit of 0.3 trips for each full-time child care slot provided and 0.15 trips for each part-time slot.

To qualify for these incentives, the location and design of a child care facility must be approved by the City's Child Care Coordinator and the Department of City Planning. Child care facilities are encouraged to be located on-site, but may be located off-site if the following location criteria are met:

- ° The child care facility site does not exceed a distance of 1,500 feet from the boundary of the Specific Plan area; or,
- ° The child care facility site does not exceed a distance of 1,500 feet from a transit station or from a public or private intercept parking facility which serves Warner Center commuters.

The Specific Plan also establishes requirements for affordable child care.

Signs

All exterior signs are subject to fee-supported review and approval by the Department of City Planning.

Prohibited signs - The following signs are prohibited:

- ° Off-site signs
- ° Projecting signs
- ° Portable signs, sandwich signs
- ° Signs having flashing, mechanical, strobe or blinking lights, or moving parts
- ° Pole signs
- ° Signs above the first story of pedestrian-serving uses
- ° Signs, other than monument signs and movement and directional signs, within landscaped setback areas

Monument signs - Monument signs are permitted within landscaped setback areas. They are limited to either a company logo, generic type of business identification, or the name of a single business entity or building. Monument signs are limited in height to 6 feet.

Number of signs - Each premise is limited to one wall or awning sign and one window sign. If the building is located on a corner lot, one additional sign is permitted for each adjacent street frontage. Exceptions:

- ° Premises located above the first story may have only a building or business identification sign adjacent to each exterior entrance providing access to those premises.
- ° Premises with at least 60 lineal feet of building facade may have an additional sign for each additional 30 feet of building facade.
- ° The first-story of premises having more than one building facade may have one sign facing each public right-of-way.
- ° Wall signs placed on a building over 100 feet above grade are permitted pursuant to LAMC Section 91.6209 and in addition to the sign limitation above, and must be placed within 25 feet of the top of the building.
- ° Traffic direction or parking information signs are permitted, provided they do not exceed 20 square feet in area and 10 feet in height.
- ° Theaters are permitted to have one additional wall or marquee sign.

Combined sign area - The total combined sign area of all permitted signs on a single-story building may not exceed 3 square feet for each foot of street frontage. For buildings having more than one story, the combined sign area of all permitted signs may exceed that allowed for a single-story building by 10 percent.

Exceptions:

- ° Theaters are permitted 3½ feet of sign area for each foot of street frontage.
- ° Wall signs placed on a building over 100 feet above grade are permitted pursuant to LAMC Section 91.6209 (e) and in addition to the combined sign area limitation above.

Projection of wall signs - Wall signs may not project more than 12 inches from the face of the building.

Temporary signs - Limitations are established for the placement and removal of temporary signs.

Hardship exemption - Where not in conflict with the citywide Sign Ordinance, the Director of Planning may grant exemptions from any or all of the sign provisions of the Specific Plan in cases of extreme hardship.

Implementation of the Phases of Development

The Department of City Planning is responsible for maintaining a record of all cumulative approved permitted floor area, by phase of development, within the Specific Plan area.

The Department of Transportation (DOT) is responsible for maintaining a record of the vehicle Level of Service (LOS) carrying capacity on the street system; street and transit system improvements; the Average Vehicle Ridership (AVR) of Warner Center employees; on-site and off-site office parking spaces; and, intercept parking and High-Occupancy Vehicle (HOV) facilities, by phase of development, for all Projects within the Specific Plan area.

Annual Status Report - The Department of City Planning, with the assistance of DOT, is responsible for the preparation of an annual report on the status of development permitted by the Specific Plan. Prior to submitting the report to the City Planning Commission, the Planning Department is to conduct a workshop to receive public comments regarding the implementation of the Specific Plan. The Planning Commission is to recommend to the City Council any actions necessary to ensure that transportation mitigation measures are being implemented to comply with the requirements and intent of the Specific Plan.

Certification of Compliance with Specific Plan Phasing Requirements - For development to proceed from one Specific Plan phase to the next, the City Council must either certify that all requirements of the current phase have been implemented, or adopt findings justifying why the requirements are not necessary to mitigate any significant environmental impacts, or adopt appropriate Specific Plan amendments and accompanying findings. Notwithstanding this requirement, development which does not exceed the basic development right -- 0.35:1 FAR -- is permitted to proceed from one Specific Plan phase to the next.

Specific Plan Reviews - Before the Council certifies completion of a current Specific Plan phase and permits development to proceed to the next, the Department of City Planning, with the assistance of Department of Transportation and the advice of a Council-appointed Plan Review Board, is to review the Specific Plan provisions to determine the appropriateness and effectiveness of the phasing criteria, and recommend any amendments to the Planning Commission and Council. Public workshops and a Planning Commission-conducted hearing are required as part of the Specific Plan review process.

The Specific Plan review conducted between Phases II and III is to include an evaluation of existing traffic conditions and an analysis of future land use scenarios and their impacts on the transportation system, based on data generated by computer model runs.

Cultural Amenities

The Specific Plan establishes a Warner Center Cultural Affairs Trust Fund to accept all fees from development that would otherwise be deposited into the citywide Arts Fund pursuant to the Arts Development Fee Ordinance. All monies from the Fund are to be expended for the purpose of providing cultural and artistic facilities, services and community amenities, which are to be available to Warner Center development projects and future employees in the Specific Plan area. A five-member Warner Center Cultural Affairs Committee is to be established and responsible for the appropriate disbursement of the Fund within the Specific Plan area.

200WC1 (031695)

Part 2

WARNER CENTER SPECIFIC PLAN
Ordinance No. 168,873
Effective August 17, 1993

Amended by Ordinance No. 168,984
Effective August 17, 1993

Amended by Ordinance No. 170,004
Effective August 26, 1994

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Part 3

WARNER CENTER SPECIFIC PLAN
Ordinance No. 168,873
Effective August 17, 1993

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Effective August 26, 1994

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				Bonuses - 0.25:1 FAR bonus if portion of site is dedicated for public transit station.	8D
				Bonus for dedication of open space gateway at northeast corner of Topanga Canyon Blvd. and Oxnard St.	
			Exemptions from FAR Calculations	Dwelling units; child care, elder care and inter-generational care facilities; community facilities; and public transit stations.	8E
Prohibitions	No grading, foundation, building, sign or use of land permit may be issued for any project without a Project Approval.	5A, 6	Transfer of Floor Area	The Director of Planning may approve transfers of floor area within the same subarea, or from one subarea to another if the receiver site is upward in the subarea hierarchy. The floor area resulting from a transfer may exceed the base permitted floor area of a site by up to 10 percent.	9
	No permit may be issued which would exceed cumulative floor area limitations:	5B, 16B			
	Phase I - 21.5 MSF*		Floor Area Ratio Averaging	The Director of Planning may approve FAR averaging pursuant to the requirements in LAMC Section 12.24 B 25.	9E
	Phase II - 26.5 MSF				
	Phase III - 31.5 MSF				
	Phase IV - 35.7 MSF				
	*MSF = Million Square Feet		Height Modifications	The Director of Planning may approve buildings to exceed height limits if additional open space is provided.	10A
	Exceptions	5C			
Basic Development Right	Notwithstanding phase limitations and FAR designations, each lot has a minimum development right of 0.35:1 FAR.	5D, 8A	Urban Design	Standards for articulation of building and parking structure facades, separation of building towers, conceptual development of an Owensmouth Parkway, and design of pedestrian walkways and transit shuttle stops.	10B,C,H,I
Project Approval	Applicants must file for Project Approval with the Planning Department after obtaining a determination from the Department of Transportation on potential transportation impacts.	6			
			Lot Coverage, Averaging	No project, including main and accessory buildings, may cover more than 70 percent of the lot area.	10D,E
Subareas	Five planning subareas comprise the Specific Plan area: Core, Primary, Secondary, Tertiary and Residential.	7A1	Setbacks	Landscaped setbacks of 25 ft., or 40 ft. on certain principal streets, are required. Pedestrian serving uses may encroach up to 15 ft. into a 40-ft. setback.	10F
Land Use Categories	The WC Zone applies to all properties. Each lot is designated for land use, height and FAR.	7A2			
Floor Area Ratios	Basic Development Right - 0.35:1 FAR	8A	Landscaping	A minimum of 50 percent of open space and 70 percent of required setback areas is to be landscaped. Additional landscaping standards apply to parking facilities.	10G
	Basic Permitted Floor Area Ratios	8B			
	Additional Permitted Floor Area	8C			

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Review of Transportation	Applicants must file an application with Department of Transportation to determine the number of peak hour vehicle trips generated by the project and any potentially significant traffic impacts.	11B	Hotels - Per LAMC Section 12.21 A 4(b), plus 1 space for every 3 seats for hotels with banquet facilities.		
Mitigation of Transportation Impacts	Prior to issuance of permits, Department of Transportation will require guarantee of measures which mitigate the transportation impacts.	11C-F	Theaters, auditoriums, convention facilities, religious institutions, etc. - 1 space for every 3 seats or for each 21 sq. ft., excluding stage area.		
Transportation Impact Assessment	Applicants must pay a TIA Fee to fund transportation improvements listed in Appendix A.	11G	Mixed-Use Projects	The Specific Plan encourages mixed-use development and allows for height bonuses and TIA Fee reductions as incentives. Conformance findings with various mixed-use development standards are required.	13
In-Lieu Credits	In-lieu credit against the TIA Fee may be received for completed or guaranteed transportation improvements listed in Appendix A.	11H	Child Care Facility Incentives	Incentives for development of child care facilities include: a floor area bonus; an exemption of the facility's floor area from being counted toward the FAR calculation and payment of the TIA Fee; and trip reduction credit. Child care facilities are subject to certain location and design criteria.	14
Transportation Demand Management (TDM) Program	Submittal of a TDM plan is required for projects and existing development having 15,000 square feet of floor area or 50 employees. All employers are required to make a financial contribution to a transportation management organization and submit an annual commuter survey to Department of Transportation.	11J	Signs	All exterior signs require Project Approval.	15A
Residential Neighborhood Protection Program	The Specific Plan establishes a program framework intended to minimize through-traffic into 9 adjacent neighborhoods. Up to \$9 million from TIA Fee payments are to pay for the capital costs of mitigation measures.	11K		Prohibited signs: Off-site signs; projecting signs; portable/sandwich signs; signs having flashing, mechanical, strobe or blinking lights, or moving parts; pole signs; signs above the first-story of pedestrian-serving uses; signs, other than monument, movement and directional signs, within landscaped setbacks.	15B
Parking	Office - Phase I <div style="display: flex; justify-content: space-between;"> <div></div> <div>Spaces per 1,000 Sq. Ft.</div> </div> <div style="display: flex; justify-content: space-between;"> <div>SOV* (maximum)</div> <div>2.7</div> </div> <div style="display: flex; justify-content: space-between;"> <div>HOV* (minimum)</div> <div>0.3</div> </div> <div style="display: flex; justify-content: space-between;"> <div>SOV + HOV</div> <div>3.0</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Intercept (minimum)</div> <div>0.2</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Total</div> <div>3.2</div> </div> Office - Phases II, III, IV Different parking ratios apply in subsequent Specific Plan phases. SOV = Single-Occupancy Vehicle HOV = High-Occupancy Vehicle	12	Signs	Monument signs: Limited to either a company logo, generic type of business identification, or the name of a single business entity or building, not to exceed 6 feet in height. Number of signs: One wall or awning sign and one window sign are permitted per premise.	15C
				Combined sign area: Not to exceed 3 sq. ft. for each foot of street frontage for single-story buildings. An additional 10 percent is allowed for multi-story buildings.	15D

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Annual Status Report	An annual report on the status of permitted development is to be prepared by the Department of City Planning and submitted to the City Planning Commission.	16D
Compliance with Phasing Requirements	For development to proceed from one phase to the next, the City Council must certify that the requirements of the current phase have been implemented, or adopt findings why they are no longer necessary.	16E
Specific Plan Reviews	Prior to Council certifying completion of a Specific Plan phase, the Department of City Planning, with the assistance of Department of Transportation and advice of a Council-appointed Plan Review Board, is to review the Plan's provisions to determine the appropriateness and effectiveness of the phasing criteria.	16F
Cultural Amenities	Developers' fees deposited into the citywide Arts Fund are to be deposited into the Warner Center Cultural Affairs Trust Fund. A five-member committee is responsible for the appropriate disbursement of the Fund within the Specific Plan area.	17

200WC3 (032295)

WARNER CENTER SPECIFIC PLAN
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APPENDICES

Appendices A through E are not a portion of the Specific Plan Ordinance but are referenced in the Ordinance and therefore included herein for information.

Part 4

WARNER CENTER SPECIFIC PLAN
Ordinance No. 168,873
Effective August 17, 1993

Amended by Ordinance No. 168,984,
Effective August 17, 1993

Amended by Ordinance No. 170,004
Effective August 26, 1994

An ordinance establishing a specific plan, known as the Warner Center Specific Plan, for portions of the Canoga Park-Winnetka-Woodland Hills Community Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN.

The City Council hereby establishes the Warner Center Specific Plan, bounded generally by Vanowen Street, the Ventura Freeway, De Soto Avenue, and the properties fronting along the west side of Topanga Canyon Boulevard as shown upon Map No. 1 in this ordinance within the heavy dash lines thereon.

Section 2. PURPOSES.

This Specific Plan is intended to:

- A. Implement the goals and policies of the Canoga Park-Winnetka-Woodland Hills Community Plan; and
- B. Coordinate future land use development in Warner Center with public transit and transportation system improvements necessary to ensure that mobility within the area is maintained and traffic congestion is minimized; and
- C. Mitigate the transportation impacts of future land use development and insure that transportation improvements accommodate future development through the implementation of a Transportation Management and Improvement Plan and Transportation Demand Management (TDM) programs; and
- D. Develop a residential neighborhood protection plan to minimize the intrusion of through-traffic into single-family residential neighborhoods adjacent to the Warner Center area; and
- E. Establish a hierarchy of land use intensity which decreases with distance away from the Core of Warner Center in order to promote development that provides a focus of urban activity, encourages mass transit and minimizes adverse environmental impacts upon adjacent residential neighborhoods; and
- F. Encourage mixed-use development within Warner Center in accordance with the City's goal to improve the jobs/housing

relationship and for the purpose of making Warner Center a vibrant environment, providing both daytime and nighttime activities; and

- G. Soften the visual impact of building masses and hardscape to create a more aesthetically pleasing built environment with the effective use of open space, landscaping, landscaped setbacks, buffering and screening; and
- H. Encourage, particularly in certain areas within Warner Center designated for higher intensity development, opportunities to stimulate human interaction and pedestrian activity by the provision of such amenities as open space, pedestrian-oriented commercial and retail development, linkages in the pedestrian circulation system, and convenient access to the internal, local and regional transportation system; and
- I. Establish urban design, landscaping and sign control standards to insure that the high quality of development in Warner Center is maintained and that such quality is continued in future developments; and
- J. Preserve existing high-quality, high-technology industrial and research uses in Warner Center industrial/office parks; and
- K. Encourage art work in public spaces; and
- L. Provide child care facilities for the employees of Warner Center businesses.

Section 3. RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE.

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC), Chapter 1 as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, except as specifically provided for herein.
- B. Wherever this Specific Plan contains provisions which require greater setbacks, greater street dedications, more landscaping, lower densities, lower heights, more restrictive parking requirements, or other greater restrictions or limitations on development; or less restrictive parking requirements or more permissive uses than would be allowed pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that Code. Floor area transfers, floor area averaging and mixed-use provisions of this Specific Plan shall supersede the provisions on those subjects set forth in the LAMC.
- C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS.

The following terms, whenever used in this Ordinance, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 91.0403 and 91.6200, et. seq., of the Los Angeles Municipal Code (LAMC):

Applicant - Any Person, as defined in LAMC Section 11.01, submitting an application for a building, grading or foundation permit for a Project.

Average Vehicle Ridership (AVR) - The number derived by dividing the employee population at a given work site that reports to work weekdays between 6:00 a.m. and 10:00 a.m., including those telecommuting, by the number of vehicles driven by these employees commuting from home to the work site during those hours. AVR may be calculated using weekly or biweekly averaging periods. The applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the work site during the same period. Vehicles counted shall exclude bicycles, mass transit vehicles, buses serving multiple work sites, and cars stopping on route to other work sites.

Basic Development Right - Notwithstanding the limitations on development in any Section of this Specific Plan, the minimum Floor Area Ratio to which each lot is entitled (at least 0.35:1 Floor Area Ratio).

Building Facade - The exterior wall of a building or structure which is within a horizontal angle of 45 degrees from any lot line adjoining a public street.

Building Tower - That portion of any building or structure which is above 75 feet in height.

Buspool - A vehicle carrying sixteen or more passengers commuting on a regular basis to and from work with a fixed route, according to a fixed schedule.

Carpool - A vehicle carrying two to six persons commuting together to and from work on a regular basis.

City Building Cost Index - An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by the Department of Transportation, and approved by the City Council.

Convenience Market - A retail store which has a Floor Area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food, carry-out items.

Core Subarea - The portion of this Specific Plan area bounded by Topanga Canyon Boulevard on the West, Erwin Street on the North, Califa Street on the South, and Canoga Avenue on the East, as graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

Covenant - A written document executed by all owners of the lot(s) on which the proposed Project will be located promising

to abide by the limitations and other conditions of approval for development of one or more lots. The Covenant (equitable servitude) shall run with the land and be binding on heirs, assigns and other successors in interest. Prior to recordation, the Covenant and agreement shall be approved by the Department of City Planning and/or the Department of Transportation. The Covenant shall be recorded in the Los Angeles County Recorder's Office, and a copy bearing the Recorder's stamp shall be provided to the City.

Donor Site - A lot located within the Warner Center Specific Plan area from which Unused Permitted Floor Area may be transferred to a Receiver Site in accordance with the requirements of Section 9 of this Specific Plan, as approved by the Department of City Planning.

Floor Area - The area in square feet confined within the exterior walls of a building, as provided in LAMC Section 12.03. LAMC Sections 12.21.1 A 5 and 12.21.1 B 4 shall be used to compute the total Floor Area within a building.

Floor Area Ratio (FAR) - A multiplier applied to the area of a lot prior to any required street dedications, including any required yards, plazas, Walkways, Open Space or Setbacks, in order to determine the maximum allowable Floor Area of all buildings on a lot.

Governmental or Public Facilities - Capital improvements and/or buildings or structures primarily related to the operation of City, County, State or Federal governments, including, but not limited to, police and fire stations, governmental operated parking lots, government offices, government equipment yards, sanitation facilities, public schools, parks and similar facilities in or through which general government operations are conducted. Private commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

High Occupancy Vehicle (HOV) - A motor vehicle with a driver and one or more passengers.

In-Lieu Credit - A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 11 of this Ordinance.

Intercept Parking - Any parking space(s) or other facilities where commuters can take rail, a Buspool, Carpool, or Vanpool into the Warner Center area. Such facilities are to be located at sufficient distances away from the Warner Center area, as specified in Appendix A of this Specific Plan or otherwise approved by the Department of Transportation, to help reduce traffic impacts associated with Trip generation by Projects in this Specific Plan area.

Larger Transportation Improvements - Transportation improvements that are in excess of mitigation measures required pursuant to Subdivision 3 of Subsection C of Section 11 of this Specific Plan and are determined by the Department of Transportation (pursuant to a Traffic Assessment) to be needed as part of a regional or subregional transportation improvement.

Level of Service (LOS) - The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the Peak Hour. LOS is

calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometries, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level D is the level commonly experienced in urban areas during Peak Hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. An intersection at Level E is generally considered "at capacity."

Local Development Corporation (LDC) - A non-profit, joint public/private sector corporation primarily responsible for securing additional funds for the implementation of the transportation improvements of this Specific Plan. The members of the LDC shall be appointed by the City Councilmember(s) whose Council District(s) includes this Specific Plan area, upon the recommendations of the Director of Planning and the General Manager of the Department of Transportation. The LDC shall include representatives of private sector organizations and individuals having property or development interests within the Specific Plan area and at least one representative each from the Department of City Planning and the Department of Transportation.

Mixed-Use - Any Project which combines a non-residential use with a residential use, consistent with Section 13 of this Specific Plan, either in the same building or in separate buildings on the same lot.

Open Space - Any area of a lot that is unobstructed from the ground upward and any lot area where substructure projections above grade are permitted by the Department of Building and Safety [pursuant to Memorandum of General Distribution No. 19 (June 27, 1975)]. However, any lot area dedicated for street purposes shall not be considered Open Space.

Owensmouth Parkway - The area along Owensmouth Avenue between Vanowen Street on the north and the Ventura Freeway on the south.

Peak Hour - The single hour during which the highest volume of traffic passes the Project on adjacent streets, as determined by the Department of Transportation.

Pedestrian Serving Uses (PSU's) - Art gallery, art supplies store, bakery, barber shop or beauty parlor, books or cards store, child care facility, clock or watch sales and/or repair, community facility, duplicating service, custom dress maker, drug store, fabrics or dry good store, financial services, florist, food/grocery store (including specialty stores selling produce, cheese, meat, and delicatessen items), hardware store, household goods and small appliances store, infant and children's clothing store, locksmith, newsstand, optician, photographer, photographic equipment and repair, restaurant or food service (including outdoor dining areas), shoe repair, stationery, tailor, transit shuttle stop, toy store, and stores selling other small items, or providing similar services, as determined by the Director of Planning.

Permitted Floor Area, Approved - Commercial and/or industrial Floor Area of a Project which has been granted a Project Permit or a clearance from the Department of City Planning and Department of Transportation pursuant to the Warner Center

Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411) or a Project Approval pursuant to Section 7 of this Specific Plan.

Permitted Floor Area, Unused - The square footage remaining after subtracting the actual Floor Area contained within all existing buildings on the Donor Site from the Floor Area permitted pursuant to the Base Permitted Floor Area Ratio on the Donor Site, prior to any Transfer of the Floor Area.

Permitted Floor Area Ratio, Additional - Floor Area in excess of the Base Permitted Floor Area Ratio allowed on Receiver Sites, pursuant to a Transfer consistent with Section 9 of this Specific Plan.

Permitted Floor Area Ratio, Base - The Floor Area Ratio permitted on a lot in the Specific Plan area, as shown on Map No. 3 in Subsection B of Section 7 of this Specific Plan, prior to the Transfer of Floor Area pursuant to Section 9 and prior to any Floor Area Ratio Bonus pursuant to Section 8 D of this Specific Plan.

Phases of Development - A schedule of development for Projects in the Specific Plan area which limits development by correlating incremental increases in the total Approved Permitted Floor Area of all non-residential Projects with the implementation of certain transportation objectives and actions, as specified in Section 17 and Appendix A of this Specific Plan.

Phasing Program - A schedule which is applicable to a Project that, because of its size or nature, will be built in stages, for the purpose of determining the construction of related transportation improvements.

Portable Sign - Any sign not permanently attached to the ground or to any structure attached to the ground or to a building, and which can be easily moved.

Premise - A building or portion thereof used as a location for a single business.

Primary Subareas - The portion of this Specific Plan area bounded by Victory Boulevard on the North, Topanga Canyon Boulevard on the West, Erwin Street on the South, and Owensmouth Avenue on the East. The portion of this Specific Plan area bounded by Victory Boulevard on the North; Canoga Avenue on the West; Califa Street on the South, and the properties fronting on the east side of Canoga Avenue between Victory Boulevard and Califa Street. The Primary Subareas are graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

Project - The construction, erection, addition to or structural alteration of any building or structure, or a use of building or land or change of use of a building or land on a lot located in whole or in part within the Specific Plan area which requires the issuance of a grading permit, a foundation permit, building permit, or use of land permit after the effective date of this Specific Plan. An Intercept Parking Facility which serves a Project shall be considered a part of the Project. A Project includes interior or exterior remodeling of a building or the change of use of a building only if it: (1) increases the number of Trips as determined by the Department of Transportation after fee supported review; (2) changes the footprint of a building or increases the Floor Area, as determined by the Departments of Transportation and City Planning; or, (3) decreases landscaping

or conflicts with the urban design requirements of Section 10 of this Specific Plan, as determined by the Department of City Planning.

For the purpose of Section 11 J 1 (b) of this Specific Plan, which requires submittal of a TDM plan for a lot or lots with existing development having 50 or more employees or containing 15,000 square feet or more of Floor Area, the term Project is defined as an improvement to existing development requiring the issuance of any permit.

Project Approval - An approval granted by the City for a Project pursuant to Section 6 of this Specific Plan.

Public Benefit Resource - Provision of certain amenities or facilities, such as housing, a transit station, a community facility (including, but not limited to meeting rooms, libraries, and governmental or quasi-governmental facilities), a cultural facility (including, but not limited to museums, concert halls, and performing arts theaters or amphitheatres) or, land dedicated for public Open Space (including, but not limited to park land/lawn areas, children's play areas, picnic facilities, athletic fields, ecological preserves or sanctuaries, and habitat protection sites) on a portion of a lot on which a Project is proposed or adjacent to a lot on which a Project is proposed to be developed. To be a Public Benefit Resource, the owner(s) must have agreed to construct or guarantee provision of the Public Resource Benefit prior to the grant of any bonus, pursuant to this Specific Plan.

Receiver Site - A lot within the Warner Center area which is eligible to receive Unused Permitted Floor Area in accordance with the requirements of Section 9 of this Specific Plan.

Regional Shopping Center - For purposes of Section 9 of this Specific Plan only, a shopping center which provides a wide variety of stores and shopping goods, including general merchandise, apparel, toys, and home furnishings, as well as a variety of services, and which may also include recreational facilities. To qualify as a regional shopping center, a shopping center must have as the principal tenants, a minimum of two major department stores, each of generally not less than 100,000 square feet of gross leasable area. An indoor swap meet shall not be construed as a Regional Shopping Center.

Residential Subarea - The portion of this Specific Plan area including only residential development as shown on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

Sandwich Sign - A small portable sign consisting of two sign faces which connect at the top and extend outward at the bottom of the sign.

Secondary Subarea - The portion of this Specific Plan area bounded by Vanowen Street on the North; Topanga Canyon Boulevard on the West; Victory Boulevard on the South, between Topanga Canyon Boulevard and Owensmouth Avenue; Erwin Street on the South, between Owensmouth Avenue and Canoga Avenue with the exception of the residential properties between Owensmouth Avenue and Canoga Avenue; and, the Los Angeles County Transportation Commission (now known as Metropolitan Transportation Authority) railroad right-of-way (inclusive of Parcel A of Parcel Map LA No. 3762) easterly of Canoga Avenue on the East. The Secondary Subarea is indicated graphically on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

Setback - Except as otherwise provided in Section 10 of this Specific Plan, an Open Space area on a lot between the exterior wall of a building and a lot line, extending the full length of the lot line, the depth of which is the minimum horizontal distance between the lot line and a line parallel thereto on the lot. In a residential land use category, the Setback is measured from the exterior wall of a main building and a lot line. For purposes of this Specific Plan, any lot line adjoining a public street shall be considered a front lot line for determining required Setbacks and permissible projections.

Significant Transportation Impact - The transportation impact, measured either as an increase in Volume/Capacity (V/C) Ratio at an intersection, or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation in a Traffic Assessment of Project-generated Trips.

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

Final (V/C)	Project-Related Increases in V/C
>0.00 - 0.70	equal to or greater than 0.06
>0.70 - 0.80	equal to or greater than 0.04
>0.80 - 0.90	equal to or greater than 0.02
>0.90	equal to or greater than 0.01

(Final V/C shall mean the V/C Ratio at an intersection considering impacts with a Project and with proposed Traffic Impact Mitigation, if any.)

2. A transportation impact on a local residential street shall be deemed "significant" based on increase in the projected average daily traffic (ADT) volumes:

Projected Average Daily Traffic (ADT)	Project-Related Increase in ADT
1,000 or more	12 percent
2,000 or more	10 percent
3,000 or more	8 percent

Single Occupancy Vehicle (SOV) - A motor vehicle (excluding motorcycles) occupied by one employee for commute purposes.

Special Collector Street - A Collector Street designed for four through traffic lanes and having a right-of-way width of 80 feet and a roadway width of 64 feet.

Super Major Highway - A highway designed for eight through traffic lanes (which might include one or more HOV/transit lanes) and having a right-of-way width of 134 feet and a roadway width of 114 feet.

Supermarket - A retail store which has a Floor Area equal to or greater than 5,000 square feet, which sells a wide assortment of foods, and which typically has on-site specialty departments, such as a bakery or butcher shop.

Temporary Sign - A sign that is to be maintained for a limited duration, not to exceed 30 days, including paper signs and other signs that are not permanently affixed to the ground or a building or structure.

Tertiary Subarea - The portion of this Specific Plan area bounded by Vanowen Street on the North, east of Canoga Avenue; De Soto Avenue on the East; the 101 Freeway on the South; the properties fronting on the west side of Topanga Canyon Boulevard between the 101 Freeway and Vanowen Street on the West; with the exception of properties located in the other four Subareas of Warner Center. The Tertiary Subarea also includes a portion of Warner Center bounded by Burbank Boulevard on the North; Topanga Canyon Boulevard on the West; the 101 Freeway on the South; and the extension of Owensmouth Avenue on the East. The Tertiary Subarea is graphically indicated on Map No. 2 in Subsection A of Section 7 of this Specific Plan.

Traffic Assessment - A written determination by the Department of Transportation as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current levels of service.

Traffic Impact Mitigation - The implementation of street improvements, transit improvements and/or TDM measures which would reduce Significant Transportation Impacts to the extent physically feasible, as determined by the Department of Transportation.

Traffic Mitigation Plan (TMP) - A document submitted by the Applicant indicating proposed street and transit improvements, TDM measures and appropriate monitoring mechanisms, and/or other transportation improvements which will be implemented by the Applicant to mitigate Significant Transportation Impacts of the Project or are otherwise required by the Department of Transportation pursuant to Subdivision 3 of Subsection H of Section 11 of this Specific Plan.

Transfer - The conveyance of Floor Area from a Donor Site to a Receiver Site which is approved in accordance with the requirements of Section 9 of this Specific Plan.

Transfer Plan - A written plan prepared by the Project Applicant and approved by the Director of Planning or City Planning Commission, as described under Section 9 of this Specific Plan, which identifies and describes the Donor Site, Receiver Site(s), amount of Floor Area to be transferred, Public Benefit(s) to be provided (if applicable) and the proposed conditions of approval.

Transportation Coordinator - A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote TDM programs including carpools and vanpools.

Transportation Demand Management (TDM) - A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

Transportation Impact Assessment (TIA) Fee - The monies required to be paid, based on P.M. Peak Hour Trip calculations,

to the Warner Center Transportation Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

Trip - An arrival at or departure from a Project by a motor vehicle.

Trip Cost Factor - The pro rata cost of public transportation improvements funded by the Applicant for a single P.M. Peak Hour Trip.

Vanpool - A vehicle carrying seven or more persons commuting together to and from work on a regular basis, usually in a vehicle with a seating arrangement designed to carry seven to fifteen adult passengers, and on a prepaid subscription basis.

Walkway - A public pedestrian accessway at grade connecting buildings or structures, parcels, and blocks.

Window Sign - A sign which is painted, posted, or displayed on the transparent or translucent surface of a window or door.

Section 5. PROHIBITIONS.

A. **Prohibitions.** No grading permit, foundation permit, building permit, sign permit, or use of land permit shall be issued for any Project on any lot located in whole or in part within this Specific Plan area, unless a Project Approval has first been obtained pursuant to Section 6 of this Specific Plan.

B. **Phases of Development.** No Project Approval pursuant to Section 6 of this Specific Plan shall be issued for a commercial or industrial Project or for the non-residential component of a Mixed-Use Project if the commercial, industrial or non-residential component of the Project's Floor Area would cause the cumulative Approved Permitted Floor Area to exceed the cumulative Approved Permitted Floor Area specified for each Phase of Development in Subdivision 1 of Subsection B of Section 16 of this Specific Plan.

C. **Development Agreement.** No development agreement for a Project shall be adopted and no Floor Area associated with a Project for which a development agreement is proposed shall be approved except pursuant to Section 16 of this Specific Plan.

D. Exceptions.

1. The prohibition specified in Subsection A of this Section shall not apply to any Project for which a Project Permit was granted or for which a clearance was obtained from the Department of City Planning and Department of Transportation pursuant to Ordinances Nos. 167,770, 166,900, 165,792, or 163,411 (i.e., the Warner Center Interim Control Ordinance) prior to the effective date of this Specific Plan. This exception shall only apply if the Project complies with all of the conditions imposed by the Project Permit, the Project Approval and the ICO, and if the construction pursuant to the building permit is commenced within eighteen months of the issuance of the Project Permit.

2. The prohibition specified in Subsection B of this Section shall not apply to any commercial, industrial or Mixed-Use Project which causes the cumulative Approved

Permitted Floor Area to exceed the cumulative Approved Permitted Floor Area for each Phase of Development, provided the Project does not exceed the Basic Development Right for the lot(s) on which the Project is located, as specified in Subsection A of Section 8 of this Specified Plan.

3. The prohibition specified in Subsection A of this Section shall not apply to any tenant improvements or remodeling permits provided it is determined by the Departments of City Planning and Transportation that such improvements or remodeling do not increase the Floor Area of the existing development and that no additional Trips would be generated.
4. The prohibition specified in Subsection A of this Section shall not apply to any damaged or partially destroyed nonconforming building or structure which is proposed to be restored pursuant to LAMC Section 12.23 A 4, provided it is determined by the Departments of City Planning and Transportation that such restoration does not increase the Floor Area of the building or structure which existed immediately prior to its damage or destruction, and that no additional Trips would be generated.
5. The prohibitions in Subsections B and C of this Section shall not apply to a Project if the Project complies with the requirements of Subdivisions 1, 2, 3, 4 (where applicable) and 5 of Subsection C of Section 6, and the City Council has certified, pursuant to the requirements of Subsection D of Section 16 of this Specific Plan, that all the requirements of the current Phase of Development have been implemented or assured.
6. The prohibitions specified in Subsections B and C of this Section shall not apply to a multiple-phase, master planned Project, which is granted a Project Approval pursuant to Section 6 of this Specific Plan even if that Project would cause the total Approved Permitted Floor Area for the current Phase of Development (except Phase IV), as specified in Subsection A of this Section to be exceeded, provided the Departments of City Planning and Transportation determine:
 - a. That, except for Transportation Demand Management and Average Vehicle Ridership requirements, the requirements of Sections 11 and 12 of this Specific Plan are complied with prior to the time the building permit is issued, as determined by the Departments of City Planning and Transportation, for each increment of development for which a building permit is required; and,
 - b. That each increment of development for which a building permit is required has been reviewed for consistency, prior to the issuance of such permit, with the terms and conditions of the Project Approval for the multiple-phase Project; and
 - c. That the Project complies with the conditions of approval.

- E. **Maximum Development Permitted by this Specific Plan.** No Project Approval shall be granted for any Project that would cause the cumulative Approved Permitted Floor Area to exceed 35.7 million square feet prior to City Council adoption and certification, respectively, of a new or amended Specific Plan and appropriate environmental clearance.

Section 6. PROJECT APPROVAL

A. Director's Authority.

1. Prior to the grant of any Project Approval, the Director of Planning or the Director's designee(s) shall review Projects for consistency with the provisions of this Specific Plan.
2. The Director of Planning is authorized to designate one or more members of his or her staff to perform any of the Director's duties under this Section. Within 60 days of Council adoption of this Specific Plan, the Director shall establish administrative rules, regulations, methods, guidelines, procedures and forms, in consultation with the Departments of Transportation and Building and Safety, as may be necessary to conduct the review and expeditiously render a decision in a manner consistent with the goals and purposes of this Specific Plan and with all other applicable provisions of law. In addition, the Director of Planning shall seek to develop and implement procedures which allow for the concurrent processing of all necessary discretionary actions as part of the Project Approval process.
3. The Director shall not approve a Project Approval application unless the necessary environmental clearances have been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines.
4. **Finding.** The Director of Planning, or the Director's designee, shall grant a Project Approval only upon a written finding that the Project complies with this Specific Plan. In particular, he or she must find that the Project meets the requirements of Sections 7, 8, 9, 10, 11, 12, 13, 14 and 15.
5. **Limitation.** The granting of a Project Approval does not in any way indicate compliance with applicable provisions of LAMC Chapter IX (Building Code). Any corrections and/or modifications made to plans subsequent to a Project Approval, which are deemed necessary by the Department of Building and Safety, and which involve a recalculation of or a change in Floor Area, a change in parking, building height, separation between Building Towers, lot coverage, or Setbacks shall require a referral of the revised plans back to the Department of City Planning (and the Department of Transportation in cases where there are corrections and/or modifications to the calculation of Floor Area or parking) for additional review and sign-off prior to the issuance of any permit in connection with those plans.

B. Requirements of the Phases of Development.

1. **Required Transit System Improvements, Transportation Systems Management (TSM) Actions and Street and Highway Improvements.** No Project Approval shall be issued for a Project which would cause the maximum cumulative Approved Permitted Floor Area of any of the Phases of Development as specified in Subdivision 1 of Subsection B of Section 16 of this Specific Plan to be exceeded, unless the transit system improvements, TSM actions and street and highway improvements listed in Appendix A for that Phase of Development have been assured to the satisfaction of the Department of Transportation, or the City Council has made a finding pursuant to Section 16 E that these transportation improvements and actions required in the Phase of Development are not necessary to mitigate any significant environmental impacts. An assured transportation improvement shall be one which is shown on an approved improvement program and schedule [i.e., State Transportation Improvement Plan (STIP), Regional Transportation Improvement Plan (RTIP), for Countywide Transportation Improvement Plan (TIP)] and for which the responsible agency has taken a formal budget action, or is otherwise fully funded.
2. **Compliance with Level of Service (LOS) Standard.** No Project Approval shall be issued for a Project which exceeds the maximum cumulative Approved Permitted Floor Area of any of the Phases of Development as specified in Subdivision 1 of Subsection B of Section 16 of this Specific Plan, unless it has been determined to the satisfaction of the Departments of Transportation and City Planning that there are no more than eight intersections (out of the 27 intersections within this Specific Plan area listed in Appendix A) operating at a LOS F. Eight represents the number of intersections operating at LOS F within this Specific Plan area in the base year 1990. To determine whether there is compliance with the LOS standard of this Specific Plan, the Department of Transportation, pursuant to the requirements of Section 16 herein, shall compare existing LOS conditions with Year 1990 conditions, when the overall number of intersections (out of the 27 intersections within this Specific Plan area listed in Appendix A) operating at LOS F was eight.
3. **Compliance with Average Vehicle Ridership (AVR) Standard.** No Project Approval shall be issued for a Project which would cause the maximum cumulative Approved Permitted Floor Area of any of the Phases of Development as specified in Subdivision 1 of Subsection B of Section 16 of this Specific Plan to be exceeded, unless it has been determined to the satisfaction of the Department of Transportation that the AVR standards for that phase have been complied with. The AVR standards for each of the Phases of Development are as follows:

Phase of Development	AVR Standard	
I	1.50	overall for all new development within the Specific Plan area;
	1.30	overall average for all development within the Specific Plan area (including existing development).
II	1.65	overall for all new development within the Specific Plan area;
	1.45	overall average for all development within the Specific Plan area (including existing development).
III	1.80	overall for all new development within the Specific Plan area;
	1.60	overall average for all development within the Specific Plan area (including existing development).
IV	2.00	overall for all new development within the Specific Plan area;
	1.75	overall average for all development within the Specific Plan area (including existing development).
4.	Compliance with Office Parking Requirements. Notwithstanding the provisions of LAMC Section 12.21 to the contrary, no Project Approval shall be issued for an office development Project unless it has been determined to the satisfaction of the Department of Transportation and the Department of Building and Safety that the proposed number of parking spaces per 1,000 square feet of office Floor Area comply with the standards set forth for that Phase. Totals do not preclude an Applicant from providing more than the specified minimum number of HOV and Intercept Parking spaces in any of the Phases.	

Phase of Development	Office Parking Spaces per 1,000 Square feet of Floor Area
I	2.7 maximum for Single-Occupancy Vehicles 0.3 minimum for High-Occupancy Vehicles 0.2 minimum for Intercept Parking 3.2 TOTAL
II	2.0 maximum for Single-Occupancy Vehicles 0.4 minimum for High-Occupancy Vehicles 0.3 minimum for Intercept Parking 2.7 TOTAL
III	1.5 maximum for Single-Occupancy Vehicles 0.5 minimum for High-Occupancy Vehicles 0.3 minimum for Intercept Parking 2.3 TOTAL
IV	1.2 maximum for Single-Occupancy Vehicles 0.6 minimum for High-Occupancy Vehicles 0.4 minimum for Intercept Parking 2.2 TOTAL

5. **Required Implementation of the Residential Neighborhood Protection Program.** No Project Approval shall be issued for a Project which would cause the maximum cumulative Approved Permitted Floor Area of Phase I (or of any phase thereafter), as specified in Subdivision 1 of Subsection B of Section 16 of this Specific Plan to be exceeded, unless it has been determined to the satisfaction of the Departments of City Planning and Transportation that adequate transportation mitigation measures developed pursuant to Subsection J of Section 11 of this Specific Plan: (1) have been implemented during Phase I; and (2) have been maintained and modified as needed in all Phases of Development. This provision shall be construed to include the possible implementation of additional residential neighborhood protection mitigation measures during Phases II, III and IV as a result of adopted Specific Plan restudies pursuant to Subsection E of Section 18 herein. Notwithstanding the above limitations, each lot shall be permitted the Basic Development Rights as set forth in Section 8.

C. Requirements for Multiple-Phase Projects.

1. **Prohibition.** The Director may grant a Project Approval for any Project with more than one stage of development (multiple-phase Project), so long as the Director or his or her designee approves a Phasing Program for the Project.
2. **Project Phasing.** An Applicant for a multiple-phase Project which generates 500 or more Trips shall comply with the following requirements to implement the transportation requirements pursuant to Section 11 and the transportation improvements listed in Appendix A of this Specific Plan.

a. **Application.** For a multiple-phase Project, the Applicant shall submit an application that describes a Phasing Program containing the following: proposed density and land uses for the entire Project; the intersections or local residential streets on which the Project may have a Significant Transportation Impact; proposed regional or subregional transportation improvements to be provided as part of the Project; and TDM Programs and goals. The above requirements may be in the form of estimates for future phases. At the time the Applicant seeks an approval for subsequent increments of development, more precise land use and traffic data will be required.

b. **Phasing Program.** The Phasing Program shall include the following:

- 1) Land use(s) and total Floor Area of the Project in each phase;
- 2) Anticipated Project development phases;
- 3) The number of Trips estimated to be generated in each phase of the Project; and
- 4) Regional or subregional transportation improvements anticipated to be constructed in each Project phase.

c. **Review of Phasing Program.** Prior to approval of the Phasing Program, the Department of Transportation (DOT) shall review the proposed Phasing Program, identify the Traffic Impact Mitigation to be undertaken by the Project Applicant for the initial Project phase, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for the initial Project Phase.

If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase in Trip generation from an approved Phasing Program, appropriate adjustments in fees, Traffic Impact Mitigation or TDM requirements applicable to the increase shall be made as a condition of DOT approval.

d. **Project Approval for Multiple-Phase Projects.** A multiple-phase Project may be granted a Project Approval pursuant to this Section even if that Project would cause the maximum cumulative Approved Permitted Floor Area for the current Phase of Development (except Phase IV), as specified in Subdivision 1 of Subsection B of Section 16 of this Specific Plan to be exceeded. Multiple-phase, master planned Projects which have been granted Project Approval pursuant to this Section shall not require subsequent Project Approval for future building permit applications, provided:

1) That, except for Transportation Demand Management and Average Vehicle Ridership requirements, the requirements of Sections 11 and 12 of this Specific Plan are complied with prior to the issuance of a building permit, as determined by the Departments of City Planning and Transportation, for each increment of development for which a building permit is required; and

2) That each increment of development is reviewed by the Department of City Planning for consistency with the terms and conditions of the Project Approval for the multiple-phase Project; and

3) That the Project complies with the conditions of approval.

e. **Covenant.** Prior to grant of any Project Approval for the first phase of a multiple-phase Project, the owner(s) of the subject property shall execute and record a Covenant, satisfactory to the Departments of Transportation and City Planning, promising to comply with the provisions of this Section.

D. Procedures.

1. **Site Plan Review Ordinance.** The requirements of this Specific Plan shall supersede and replace the requirements of Site Plan Review (Ordinance Nos. 165,951 and 166,127), including subsequent amendments.

2. **Project Approval Application.** Applications for Project Approval shall be filed at any public counter of the Department of City Planning, upon such forms and accompanied by the applicable fee, a site plan drawn to scale, and other information prescribed by the Director for that purpose. The property owner shall verify the application and submit a title report showing that the Applicant is the record owner at the time of submitting a Project Approval application.

3. **Project Approval Application Fees.**

a. The fee for a Project Approval application shall be the same as the fee applicable to applications for Site Plan Review, as set forth in LAMC Section 19.01 T.

b. An additional fee of \$0.05 per square foot of proposed non-residential Floor Area shall be collected to recoup costs incurred in the preparation of this Specific Plan and shall be deposited in the Warner Center Transportation Trust Fund.

4. **Environmental Review.** As part of the application for Project Approval, the Project Applicant shall file necessary forms and information for environmental review as prescribed by the Director. The Director shall cause to be prepared, concurrently with the review and

approval of the Project, the required environmental studies and notices for the Project.

5. Notice - Hearing - Time Limits.

a. The Director shall grant, conditionally grant or deny a Project Approval within 60 days after: (1) the date the application is deemed complete, or (2) where an EIR is required, the date the EIR is certified as complete. The time limits may be extended up to 45 days by mutual consent of the Applicant and the Director. The time limits may also be extended as provided in LAMC Section 12.25 A.

b. If the Director finds that the matter requires a discretionary determination and that it may have a significant effect on neighboring properties, the Director shall set the matter for public hearing. If the application is set for public hearing, written notice of the hearing shall be sent by First Class Mail at least 15 days prior to the hearing to the Applicant, the owners of the property involved, owners of properties within 100 feet of the boundaries of the subject property, the City Councilmember of the District in which the property is located and interested parties who have requested notice in writing, including any organization representing property owners in the community in the vicinity of the Project if they request in writing to be notified. Failure to receive notice shall not invalidate any action taken pursuant to this Section.

c. The Director shall send notice of the Project Approval determination by First Class Mail to the Applicant and to any other person or organization who has requested notice in writing. Failure to receive notice shall not invalidate any action taken pursuant to this Section.

6. **Determination Effective.** The determination of the Director shall become effective upon the date of mailing of the determination. The Director shall notify the Department of Building and Safety of the determination on a Project Approval application.

7. **Administrative Clarification.** Any person may request an administrative clarification on any determination made by the Director to the City Planning Commission. A request shall be made upon a form prescribed by the Department of City Planning for such purpose and accompanied by a fee equal to the fee charged for Clarification of (Q) Conditions, as set forth in LAMC Section 19.01 C.

8. **Failure to Act - Transfer of Jurisdiction.** If the Director or the Director's designee fails to make a determination on an application within the time limit specified in this Subsection, the Applicant may file a request for transfer of jurisdiction to the City Planning Commission, in which case the Director shall lose jurisdiction. The City Planning Commission shall consider the application following the same procedures and limitations applicable to the Director. A request for transfer of jurisdiction may

be filed in any public office of the Department of City Planning.

- E. **Effective Date.** Once a Project Approval authorized by this Section is utilized, the Applicant becomes immediately obligated to comply with the terms of that approval. For purposes of this Subsection, utilization of a Project Approval shall mean that a building permit has been issued and construction work has begun and been carried on diligently so that the building permit does not lapse.
- F. **Expiration.** If a Project Approval is not utilized within two years after the effective date, the approval shall become null and void, unless an extension of time is applied for and granted pursuant to the same requirements as set forth in LAMC Section 12.25. For multiple-phase, master planned Projects which have been granted a Project Approval, utilization of a Project Approval shall mean that a building permit has been issued and construction work has begun and been carried on diligently so that the building permit does not lapse for at least one phase of the proposed Project. This exception to the time limitation shall only apply provided that the Applicant complies with the provisions set forth in Subsection B of this Section.

Section 7. LAND USE CATEGORIES.

A. Designation of Subareas.

1. The Specific Plan area is divided into five Subareas, as shown on the Subareas Map, Map No. 2. The Subareas are designated as the Core, Primary, Secondary, Tertiary and Residential.
2. In order to regulate the use of property, as provided for in this Specific Plan, the Warner Center Zone is divided into the following Land Use Categories to be known as:
 - a. (WC)OS Open Space Land Use Category;
 - b. (WC)R3 Multiple Residential Land Use Category;
 - c. (WC)CR Limited Commercial Land Use Category;
 - d. (WC)C1 Limited Commercial Land Use Category;
 - e. (WC)C1.5 Limited Commercial Land Use Category;
 - f. (WC)C2 Commercial Land Use Category;
 - g. (WC)C4 Commercial Land Use Category;
 - h. (WC)C/I Commercial/Industrial Land Use Category;
 - i. (WC)PF Public Facilities Land Use Category.
3. These Land Use Category symbols are graphically shown on Map No. 3.
4. The Specific Plan area also uses Height/Floor Area Ratio (Height/FAR) designations. These Height/FAR designations are shown on Map No. 3 in this Section by a combination of Zone/Land Use Category symbols and Height/FAR number markings:

Examples:

(WC)R3-45/3.00
(WC)C2-165/1.25
(WC)C4-U/2.00

The Height/FAR designation is shown immediately following the dash after the Zone/Land Use Category symbol, in the form of numbers or letters separated by a diagonal line. The first number indicates the maximum height in feet permitted in a building. The second number, which may include decimal fractions, indicates the Floor Area Ratio. The letter "U" designates the lot is not subject to the height limitations above.

- B. **Map.** The provisions of this Section shall apply to the zoned areas within the heavy black lines as shown on the Land Use Categories Map, Map No. 3.
- C. **Permitted Uses and Area.** Except for Subdivision 8 of this Subsection and Subsection F in Section 10, where the requirements are varied, all use, area and yard requirements of each land use category are the same as the use, area and yard requirements in the LAMC of the zone with the same name.
1. **(WC) OS Open Space Land Use Category.** The use and area regulations of the OS Zone, as specified in LAMC Section 12.04.05, subject to any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)OS Land Use Category within the Specific Plan area.
 2. **(WC)R3 Multiple Residential Land Use Category.** The use and area regulations of the R3 Zone, as specified in LAMC Section 12.10, subject to the designated height limit shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)R3 Land Use Category within the Specific Plan area.
 3. **(WC)CR Limited Commercial Land Use Category.** The use and area regulations of the CR Zone, as specified in LAMC Section 12.12.2, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)CR Land Use Category within the Specific Plan area.
 4. **(WC)C1 Limited Commercial Land Use Category.** The use and area regulations of the C1 Zone, as specified in LAMC Section 12.13, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C1 Land Use Category within the Specific Plan area.
 5. **(WC)C1.5 Limited Commercial Land Use Category.** The use and area regulations of the C1.5 Zone, as specified in LAMC Section 12.13.5, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C1.5 Land Use Category within the Specific Plan area.

6. **(WC)C2 Commercial Land Use Category.** The use and area regulations of the C2 Zone, as specified in LAMC Section 12.14, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C2 Land Use Category within the Specific Plan area.
 7. **(WC)C4 Commercial Land Use Category.** The use and area regulations of the C4 Zone, as specified in LAMC Section 12.16, subject to the designated height and FAR limits shown on Map No. 3 and any additional Setback requirements of this Specific Plan, shall apply to all lots in the (WC)C4 Land Use Category within the Specific Plan area.
 8. **(WC)C/I Commercial/Industrial Land Use Category.**
 - a. **Use.**
 - 1) Any use permitted in the C2, MR1, M1 and M2 Zones, as specified in LAMC Sections 12.14, 12.17.5, 12.17.6 and 12.19, respectively, except for prohibited uses which are set forth in Subparagraph (4) below. Permitted uses shall be subject to the height and FAR limits shown on Map No. 3.
 - 2) Any incidental open storage of materials and equipment shall be permitted only within an area enclosed on all sides with a solid wall or solid fence not less than eight feet in height with necessary solid gates of the same height. No materials or equipment shall be stored to a height greater than that of the enclosing wall or fence. All other activities shall be conducted wholly within an enclosed building or structure. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building or structure.
 - 3) In approving any buildings, other than accessory buildings which contain dwelling units or guest rooms, the Director shall make the findings set forth in LAMC Section 12.24 B 30 (a) (2) and (3), as well as the following:
 - a) That the proposed residential use will not detrimentally affect the continued operation and economic viability of any nearby industrial uses;
 - b) That the proposed residential use, due to its location in a major urban center containing emerging research and development and high technology industries and/or office park developments, will be compatible with surrounding land uses and not cause undue risks to the public health and safety of its inhabitants.
- 4) The following uses shall be prohibited:
 - a) Advertising signs or structures and billboards.
 - b) Animal keeping or raising.
 - c) Automobile, bus and/or truck dismantling or impound yard.
 - d) Automobile and/or truck repair.

Exception: Automobile and/or truck repair service which is incidental to a department store, retail/wholesale merchandise store, automotive parts or tire store, or to vehicle fleet operations shall be permitted on the same lot as the main use.
 - e) Automobile and/or truck painting or body shop; automobile and/or truck overhauling, assembling, rebuilding or reconditioning; rebuilding of automobile or truck parts, accessories or assemblies; tire retreading or recapping; and the like.
 - f) Automobile and/or truck storage area or storage garage, including storage area or garage incidental to new or used automobile and/or truck sales.
 - g) Automobile and/or truck wrecking.
 - h) Car wash.
 - i) Draying, freighting, or trucking yard or terminal.
 - j) Drive-in businesses, including theaters, refreshment stands, restaurants, food stores, drive-through fast-food establishments, and the like.
 - k) Junk yard or business.
 - l) Open storage, other than open storage of materials and equipment incidental to a main use.
 - m) Parking of trucks.
 - n) Rifle or shooting range.
 - o) Salvage yard or business.
 - p) Storage, display, processing, or sales of secondhand boxes, crates, barrels, drums, or similar containers.
 - q) Other uses which are or may become obnoxious or offensive by reason of emission of odor, dust, smoke, noise, gas fumes, cinders, vibration, refuse matter or

water-carried waste, as determined by the Director of Planning.

b. Area Regulations.

1) Non-Residential Uses.

The area regulations of the C2 Zone, as specified in LAMC Section 12.14, shall apply to all portions of buildings erected and used for non-residential purposes, subject to any Setback requirements of this Specific Plan.

2) Residential Uses.

- a) The lot area regulations of the R4 Zone, as specified in LAMC Section 12.11, shall apply to all portions of buildings erected and used for residential purposes, except the minimum lot area per dwelling unit shall be as follows:

One thousand square feet of lot area for each dwelling unit having more than four habitable rooms;

Eight hundred square feet of lot area for each dwelling unit having four habitable rooms;

Six hundred square feet of lot area for each dwelling unit having less than four habitable rooms.

- b) The yard requirements of the R4 Zone, as specified in LAMC Section 12.11, subject to any additional Setback requirements of this Specific Plan.

- c. **Additional Regulations.** All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the C2, MR1, M1 and M2 Zones, shall apply to the (WC)C/I Land Use Category.

9. **(WC)PF Public Facilities Land Use Category.** The uses permitted in the PF Zone, as specified in LAMC Section 12.04.09, subject to the designated height and FAR limits shown on Map No. 3, shall apply to all lots in the (WC)PF Land Use Category within the Specific Plan area. That property which is designated on Map No. 3 in the (WC)PF-45/1.0 Land Use Category (located northerly of Victory Boulevard between Canoga Avenue and De Soto Avenue) shall be limited to the following uses:

- a. Public transit right-of-way;
- b. Public transit station;
- c. Public transit accessory uses as determined by the City Planning Department and Department of Transportation; and,
- d. Mixed use development which combines a public transit station or public transit accessory uses with a non-residential use.

- D. **Land Use Limitations.** The use of the property generally bounded by Owensmouth Avenue on the west, Burbank Boulevard on the north, Canoga Avenue on the east and the Ventura Freeway on the south shall be subject to the permanent Q Qualified classification conditions of the 1984 zone change in CPC File No. 83-554.

Section 8. FLOOR AREA RATIOS AND BUILDING LIMITATIONS.

- A. **Basic Development Right.** Notwithstanding the limitations specified by the Height/FAR designations on the Land Use Categories Map, and the limitations upon the cumulative Approved Permitted Floor Area for each Phase of Development in Section 16 herein, each lot shall have development rights of at least a 0.35 to 1.0 Floor Area Ratio.

- B. **Base Permitted Floor Area Ratios for Each Subarea.** The Base Permitted Floor Area Ratios for a non-residential Project (and for the non-residential portion of a Mixed-Use Project) shall not exceed the following standards, as generally shown on the Subarea Map, Map No. 2, and as designated for specific parcels on the Land Use Categories Map, Map No. 3:

1. 2:1 Floor Area Ratio in the Core Subarea (no height limit).
2. 1.5:1 Floor Area Ratio in all Primary Subareas (145 and 165-foot height limits as shown on Map No. 3).
3. Between 1:1 and 1.25:1 Floor Area Ratios in the Secondary Subarea (75 and 145-foot height limits as shown on Map No. 3).
4. 1:1 Floor Area Ratio in the Tertiary Subarea (45, 60 and 75-foot height limits as shown on Map No. 3).

- C. **Additional Permitted Floor Area Ratio.** The Base Permitted Floor Area Ratio designated on the Land Use Categories Map, Map No. 3, may be exceeded for a non-residential Project (and for the non-residential portion of a Mixed-Use Project) as a result of a Transfer of Floor Area to an eligible Receiver Site consistent with the provisions of Section 9 of this Specific Plan.

D. Floor Area Ratio Bonuses.

1. **Floor Area Ratio Bonus for Construction of Transit Station.** An Applicant who dedicates a portion of a lot for development of a public transit station shall be eligible for a Floor Area Ratio (FAR) bonus of 0.25:1. The FAR bonus shall be in addition to the designated FAR shown for the Project site on the Land Use Categories Map, Map No. 3. Land dedicated for a public transit station must be acceptable to the Metropolitan Transportation Authority and consistent with that agency's plan for the location of a station. The FAR bonus is to be authorized for an appropriate lot through the Project Approval process, as determined by the Departments of City Planning and Transportation. Projects for which the

Applicant dedicates land for this purpose shall provide either a portal to a subterranean transit station or provide for a surface or elevated transit station. The area dedicated for and/or improved with the public transit station shall be exempt from the calculation of Approved Permitted Floor Area.

2. **Voluntary Open Space Dedication - Topanga Canyon Boulevard/Oxnard Street Gateway Theme.**

- a. **Intent.** An important feature of the urban design component of this Specific Plan is to develop a "gateway" to Warner Center, particularly to the Core Subarea. It is intended that the existing linear park located southeasterly of the intersection of Topanga Canyon Boulevard and Oxnard Street be complemented by the voluntary provision of similar park-like Open Space or a pedestrian plaza located northeasterly of the same intersection.
- b. **Floor Area Bonus.** Satisfactory completion of the voluntary dedication described in Paragraph (c) of this Subdivision shall entitle the remainder of the subject lot(s) (or tract area if the property is re-subdivided) to two square feet of additional Floor Area in excess of the Base Permitted Floor Area Ratio, for every one square foot of land dedicated for Open Space.

c. **Voluntary Dedication.**

- 1) Prior to the issuance of any building, grading or foundation permits on the lot located at the northeast corner of Topanga Canyon Boulevard and Oxnard Street (i.e., Parcel A of Parcel Map LA No. 2519), or prior to recordation of any subdivision map involving a re-subdivision of the parcel, the owner of the property may provide or guarantee a gateway to Warner Center. This gateway of approximately 30,000 square feet of land area may be in the form of landscaped Open Space with a monument sign or a pedestrian plaza with a gateway identification sign to Warner Center. An Open Space gateway may be offered for dedication to the City of Los Angeles Department of Recreation and Parks. If the land is not dedicated, or if an offer to dedicate is not accepted, then any voluntary provision of an Open Space gateway shall, in order to qualify for the Floor Area bonus described in Paragraph (b) above, be maintained by the owners of the subject property in a manner satisfactory to the City of Los Angeles, with any appropriate easements guaranteed to the City.
- 2) Any proposed offer for dedication shall be made in accordance with the direction of the Director of Planning or the Advisory Agency. The area to be dedicated or maintained by a property owners association shall be attractively landscaped and maintained free and clear of any buildings or structures, except

that public artworks or water features shall be permitted, and the existing pole sign near the intersection of Topanga Canyon Boulevard and Oxnard Street shall be permitted to be maintained or to be replaced by a monument sign. Any Covenant to maintain a portion of the subject property in Open Space shall be reviewed by the City Attorney prior to its acceptance by the Director of Planning or the Advisory Agency.

E. **Exemptions from Floor Area Ratio Calculations.** In order to achieve the purposes and objectives of this Specific Plan, the following uses shall be exempt from the calculations of total Approved Permitted Floor Area:

1. Residential dwelling units;
2. Child care, elder care, and inter-generational care facilities;
3. Community facilities, including but not limited to: meeting rooms, libraries, and governmental or quasi-governmental facilities, not to exceed 40,000 square feet of Floor Area per use; and,
4. Public transit stations.

Section 9. TRANSFER/INCREASE/AVERAGING FLOOR AREA.

A. **Eligible Donor Sites.**

1. **Within the Same Subarea.** Any owner(s) of a lot located within this Specific Plan area may Transfer Unused Permitted Floor Area to a Receiver Site located within the same Subarea as the Donor Site pursuant to the requirements of this Section.
2. **Transfer from One Subarea to Another Subarea.** Any owner(s) of a lot located within this Specific Plan area may Transfer Unused Permitted Floor Area to a Receiver Site in a different Subarea from the Subarea in which the Donor Site is located pursuant to the requirements of this Section, provided such Transfer meets any one of the following criteria:
 - a. That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Primary Subareas to a Receiver Site in the Core Subarea;
 - b. That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Secondary Subarea to a Receiver Site in either the Core or Primary Subareas; or,
 - c. That the Transfer of Unused Permitted Floor Area is from a Donor Site located in the Tertiary Subarea to a Receiver Site in either the Core, Primary or Secondary Subareas.

B. Eligible Receiver Sites.

1. **Within the Same Subarea.** A Transfer of Unused Permitted Floor Area from a Donor Site to any other lot within the same subarea of this Specific Plan may be permitted provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site.
2. **Transfer from One Subarea to Another Subarea.** A Transfer of Unused Permitted Floor Area from a Donor Site within one Subarea to any other lot within another Subarea may be permitted pursuant to the criteria specified under Subdivision 2 of Subsection A of this Section, and provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site.

C. Permitted Floor Area on A Receiver Site.

1. **All Eligible Receiver Sites.** The Approved Permitted Floor Area on any eligible Receiver Site may exceed the Base Permitted Floor Area Ratio, as set forth in Section 8, with Floor Area Transfers pursuant to the requirements of this Section. Except for Mixed-Use Projects as provided in Paragraph (a) of Subdivision 1 of Subsection A of Section 13 of this Specific Plan, no Project on a Receiver Site shall exceed the maximum permitted heights of buildings, as shown on the Land Use Categories Map (Map No. 3) of this Specific Plan.
2. **Limitation.** The non-residential Floor Area transferred from a Donor Site to a Receiver Site shall not exceed more than ten percent of the Base Permitted Floor Area for the Receiver Site. However, if an Applicant receives Additional Permitted Floor Area as a result of a transfer from a Receiver Site and also provides a Public Benefit Resource on the Receiver Site, then the total Floor Area Ratio permitted on the site shall not exceed the Base Permitted Floor Area by more than 25 percent. This increased transfer potential shall be authorized for an appropriate lot through the Project Approval process, as determined by the Department of City Planning, upon the owner(s) completion of an agreement, satisfactory to the Department of City Planning, to construct or guarantee a Public Benefit Resource on the site.

D. Procedures. The Director of Planning shall approve the transfer of Unused Permitted Floor Area from a Donor Site to an eligible Receiver Site which meets the following requirements:

1. The owner of a lot seeking a Transfer shall file an application for the approval of a Transfer Plan with the City Planning Department on a form prescribed by the Department at the time of application for Project Approval. The application shall be accompanied by a fee equal to the application fee charged for a conditional use by the Commission pursuant to LAMC Section 12.24 B, as set forth in LAMC Section 19.01 C, to cover the cost of processing the application.
2. The City Planning Department shall establish and maintain a record of all Transfers of Floor Area pursuant

to this Specific Plan. The records shall be transmitted annually to the City Planning Commission for its review and shall be available for public inspection.

3. Any Transfer of Floor Area approved pursuant to this Section shall be evidenced, prior to the issuance of a building permit, by a Covenant approved by the Director of Planning, executed and recorded by the transferor and transferee. The Covenant shall specify the total Floor Area being transferred and the remaining Floor Area, if any, that may be transferred from the Donor Site and shall restrict the Base Permitted Floor Area Ratio in the amount of the Floor Area transferred to a Receiver Site. After recordation, a copy bearing the Recorder's number and date shall be furnished to the City Planning Department and the Department of Building and Safety for their records.

- E. Floor Area Ratio Averaging.** An Applicant of a Project located in whole or in part within any of the Commercial (WC)C or Commercial/Industrial (WC)C/I Land Use Categories may be permitted to average the Floor Area Ratio of A Project that is a unified development as defined in LAMC Section 12.24 B 25. A Floor Area Ratio averaging application shall meet the requirements of LAMC Section 12.24 B 25 and may be submitted for review along with the Project Approval. However, a separate fee to cover the cost of this review shall be submitted with each application. This fee shall be equal to the application fee charged for a conditional use by the Commission pursuant to LAMC Section 12.24 B 25, as set forth in LAMC Section 19.01 C. A Floor Area Ratio averaging application may be approved by the Director of Planning or the Director's designee so long as he or she makes the findings in LAMC Section 12.24 B 25. Any approval of Floor Area averaging shall include the Covenant requirements in LAMC Section 12.24 B 25. A unified development which straddles a Subarea boundary may be permitted to average the Floor Area Ratio of the Project without requiring a Transfer of Floor Area pursuant to Section 9 of this Specific Plan.

Section 10. URBAN DESIGN REQUIREMENTS.

- A. Height.** Prior to granting a Project Approval pursuant to Section 6, the Director shall find that the proposed Project meets all of the requirements of this Section.

1. **Maximum Height.** Except as further limited by this Subsection, the maximum permitted height of a building or structure on a lot within this Specific Plan area shall be as shown by the height designations on Map No. 3 of this Specific Plan. No height modifications pursuant to this Subsection shall permit a building to exceed the Base Permitted Floor Area Ratio of a lot or exceed the Additional Permitted Floor Area Ratio for a Receiver Site having an approved Transfer Plan in accordance with Section 9 of this Specific Plan.
2. **Permitted Modifications.** The Director of Planning shall have the authority to approve Projects in excess of the height limitations shown on Map No. 3 of this Specific Plan provided the Applicant designs the Project in accordance with the following requirements:

a. That the proposed increase in height for the Project will not produce any potentially significant shade/shadow impacts upon adjacent residential development and residentially zoned properties.

b. That the proposed increase in height complies with one of the following:

1) An increase in height of ten percent over the maximum height permitted on Map No. 3, or an increase of 15 feet, whichever is greater, shall be permitted for buildings with towers, architectural projections, spires, domes, stepped or sloped roofs, and other architectural design elements, provided that such architectural elements:

a) Distinguish the building's design, and

b) Do not increase the Project's Floor Area as determined by the Department of City Planning.

2) An increase in height of up to 50 percent over the maximum height permitted on Map No. 3 shall be permitted for a Project provided that the percentage of Open Space on the Project lot is increased by the same percentage.

3) Notwithstanding Subparagraph (2) above, lots located in the Tertiary Subarea which have either a designated 45-foot or 60-foot height limit on the Land Use Categories Map shall be permitted additional increments of building height in accordance with the following minimum Open Space and maximum lot coverage criteria:

a) If the Open Space provided is equal to or greater than 38 percent and less than 46 percent, and the lot coverage is no greater than 62 percent, then an increment of 15 feet of additional height shall be permitted.

b) If the Open Space provided is equal to or greater than 46 percent, and the lot coverage is no greater than 54 percent, then an increment of 30 feet of additional height shall be permitted.

4) An additional height allowance of up to 20 percent above the maximum height, as shown on the Land Use Categories Map (Map No. 3) in Section 7 of this Specific Plan, or an additional height of 15 feet above the maximum permitted height allowed by right, whichever is greater, shall be approved for any Mixed-Use Project.

B. **Articulation of Building Facades.** In order to improve the visual relief of the streetscape, any Building Facade within 35 feet of grade shall meet the following requirements as

determined by the Departments of Building and Safety and City Planning:

1. **Building Facades.** The architectural design of all Building Facades of buildings (other than parking structures) over 250 horizontal feet in length, where the exterior wall is within 50 feet of the Setbacks required by Subdivisions 1 and 2 of Subsection F of this Section, shall include variations as seen from a bird's eye view (plan view) as follows:

a. The Building Facade shall be relieved by one or more variations, which:

1) In total, shall be not less than 15 percent of the length of the Building Facade (Figure 1); and,

2) Shall be a minimum depth of 15 feet, and shall be no less than 35 feet in height but need not exceed the height of the building (Figures 2 and 3).

b. Changes in depth may be accomplished by wall offsets, bays, projections, recesses, courtyards, stair towers, balconies or by other similar architectural design treatments as approved by the Department of City Planning.

c. Additionally, the use of ornamentation on Building Facades shall be incorporated into the architectural design of all buildings. Techniques may include, but are not limited to: variation in materials, textures, apparent wall thickness, roof lines, cornice lines and fenestration.

2. **Building Facades of Parking Structures.** The Building Facade of any parking structure shall be designed to be compatible in color, material, and architectural detail with the building(s) it serves; in addition, screening shall be provided as required in Subdivision 5 of Subsection G of this Section.

C. **Building Tower Separation.** No Building Tower shall be permitted unless first approved by the Director of Planning. This requirement only applies to Building Towers within 50 feet of the Setbacks required in Subdivisions 1 and 2 of Subsection F of this Section. The Director shall, as part of the Project Approval procedures in Section 6 of this Specific Plan, review and approve, modify or disapprove a Building Tower plot plan. The Director shall only approve such a plot plan if he or she finds that the design and placement of the Building Towers provides visual relief from buildings which are not adequately separated from other buildings. The Director's determination shall be based on the following design criteria:

1. The length of the Building Facade for any Building Tower shall not exceed 250 horizontal feet.

2. When two or more Building Towers are located on a single lot or are included in the same development and at least one of the Towers is within 50 feet of the required Setback, then the distance separating any two adjacent Building Towers shall be as follows:

- a. A minimum separation of 100 feet if both Building Towers have Building Facades of 200 horizontal feet or more in length, and both Towers are within 50 feet of the required Setback. (See Figure 4.)
 - b. A minimum separation of 60 feet if both Building Towers have Building Facades of less than 200 horizontal feet or more in length and both Towers are within 50 feet of the required Setback. (See Figure 5.)
 - c. A minimum separation of 60 feet if only one of two adjacent Building Towers has a Building Facade of 200 horizontal feet or more in length and both Towers are within 50 feet of the required Setback. (See Figure 6.)
 - d. A minimum separation of 60 feet if both Building Towers have Building Facades of 200 horizontal feet or more in length and only one of the two adjacent Towers is within 50 feet of the required Setback. (See Figure 7.)
3. Where a Project consists of more than one Building Tower, no exterior wall of a Building Tower shall have greater than 60 percent of its horizontal length opposite from and in a generally parallel position with any exterior wall of an adjacent Building Tower without a separation between them of a minimum of 60 feet.
- D. **Lot Coverage.** On any lot containing 9,000 square feet or more of lot area, no Project, including main and accessory buildings, shall cover more than 70 percent of the area of the lot.
- E. **Averaging of Lot Coverage Requirements.** Averaging to achieve the lot coverage requirements of this Section shall be permitted for a unified development, as defined in LAMC Section 12.24 B 25, provided that the lot area of such development is greater than two acres. Proposed averaging shall be permitted by the Director of Planning to achieve the lot coverage requirement of Subsection D. If a height increase is permitted pursuant to Subsection A of this Section, then any averaging permitted pursuant to this Subsection shall comply with the requirements in Subsection A.
- F. **Landscaped Setbacks and Pedestrian Serving Uses.**
1. **Minimum Setbacks.** To provide for a unified theme within this Specific Plan area, and as set forth on Map No. 4, landscaped Setbacks at grade no less than 25 feet shall be provided along each street.
 2. **Additional Setback.** As set forth on Map No. 4, an additional landscaped Setback of 15 feet, for a total Setback depth of 40 feet, is required on certain principal streets within this Specific Plan area.
3. **Pedestrian Serving Uses Permitted in the Additional Setback Areas.** To encourage pedestrian activity within the Core Subarea and along Owensmouth Avenue, Pedestrian Serving Uses shall be permitted within the additional Setback required in Subdivision 2 above.
- Projects within the additional Setback area may be up to two stories and 35 feet in height. Permitted uses include Pedestrian Serving Uses, or other similar uses as determined by the Director of Planning. Second story permitted uses may contain offices. Rooftop terraces may be used for patios or cafe seating. The terraces may include furniture and landscaping.
4. **Surface Uses Permitted in Setbacks.** Public sidewalks, driveways, surface parking entrances and exits may be permitted to cross the Setback area. Surface parking for Regional Shopping Centers may be permitted within the Setback area except for the front 15 feet from any property line adjoining a public street, and shall be landscaped as provided in Subdivision 4 of Subsection G of this Section.
5. **Averaging of the Additional Setback Area.** Averaging of the additional landscaped Setback area shall be permitted, satisfactory to the Departments of Building and Safety and City Planning, for a unified development, as defined in LAMC Section 12.24 B 25, except that the development need not be composed of more than one lot or parcel. This Subdivision shall be applicable only if the development occupies a minimum lot area of two acres. Any portion of a building that reduces the additional landscaped Setback area must be compensated by an equivalent increase in the additional landscaped Setback area by the same building or another building in the same development. No point along the Setback line shall have a depth from the lot line of less than 25 feet.
6. **Reduced Setback for Corner Lots with Less Than One Acre of Lot Area.** Notwithstanding the additional Setback requirement pursuant to Subdivision 2 of this Subsection, a Project located on a corner lot containing less than one acre of lot area may observe a reduced landscaped Setback of no less than 25 feet along one and only one of the street frontages adjoining the lot.
- G. **Landscaping.** Prior to the issuance of any final certificate of occupancy, all commercial, industrial and Mixed-Use Projects shall have landscaping installed within the Open Space and Setback areas, except where an additional Setback area is developed with a Pedestrian Serving Use, pursuant to Subdivision 3 of Subsection F of this Section.
- For Projects which increase existing lot coverage or add 1,000 square feet or more of Floor Area to an existing building or structure, landscaping shall be provided for only the building addition in accordance with a landscape plan pursuant to Subdivision 7 of this Subsection. However, landscaping shall not be required for building additions of less than 1,000 square feet of Floor Area or, when in the judgment of the Director of Planning, a practical hardship exists.

1. **Open Space Areas.** Open Space areas, including Setbacks, but excluding plazas, internal roadways, and surface parking lots, shall contain a minimum of 50 percent planted area including trees, shrubs and ground covers.
2. **Landscaped Setback Areas.** A minimum of 70 percent of required Setback areas shall consist of planted materials, such as trees, shrubs and ground covers. Patios, planters, decorative paving, or other similar hardscape shall not constitute landscaping, except the area of any meandering or serpentine sidewalks located within the Setback area may be counted toward this minimum landscaped Setback requirement. To the extent feasible, landscaped Setbacks shall be provided on earth berms measuring at least 36 inches in height. The Director shall exclude the minimum area necessary for vehicular access to the site for purposes of calculating the required landscaping of the Setback area.
3. **Plazas.** Open Space may be provided in the form of a plaza designed to substantially conform to all of the following standards:
 - a. A minimum of 40 percent of the plaza shall be planted area consisting of trees, shrubs and ground covers.
 - b. The plaza shall contain seating, in the form of seat wells with a minimum seat height of 15 inches, benches or moveable chairs.
 - c. The plaza shall have barrier-free access for all persons in conformity with applicable codes.
 - d. The plaza shall be open to the public for at least 12 hours a day, on regular business days.
 - e. The plaza shall be maintained in accordance with a management plan which shall include security, maintenance and cleaning.
 - f. The plaza shall be accessible from one or more public streets.
 - g. The plaza shall not conflict with the minimum landscaping requirements for Open Space areas and Setbacks as provided for in Subdivisions 1 and 2 above.
4. **Street Trees.** Street trees within this Specific Plan area shall be chosen so that each street will have a different species to provide a distinctive, recognizable character. The tree specifications shall be in substantial conformance with the street tree plan set forth in Appendix E of this Specific Plan and be approved by the Bureau of Street Maintenance of the Department of Public Works. Trees to be planted shall be a 24-inch box size unless otherwise specified, approved for quality and uniformity of size by the City Street Tree Division, and shall be spaced 30 feet on center, unless otherwise approved for different specific spacing.
5. **Landscaping Requirements for Parking Facilities.**
 - a. For new buildings and structures, as well as additions to existing structures or buildings, the following provisions shall apply:
 - 1) For surface parking lots, one canopy tree shall be provided for every four parking spaces. These trees shall be shade producing trees of a minimum 20 feet in height at maturity, with a minimum tree canopy diameter of 50 percent of its height. These trees shall be distributed throughout the parking lot so as to shade the surface parking area. Such distribution shall not preclude groups or clusters of trees located throughout the parking lot.
 - 2) All vehicular parking areas shall observe at least the minimum landscaped Setback requirements pursuant to Subsection F of this Section. A minimum Setback of 15 feet shall be observed from any lot line on the perimeter of vehicular parking areas which adjoins residentially zoned lots, lots with existing residential uses, and parking lots or parking structures, with landscape features provided as follows:
 - a) A berm, hedge or combination thereof, measuring at least 36 inches in height, which may contain openings as necessary to avoid potential adverse safety and security impacts, as determined by the Director; and,
 - b) A minimum tree ratio of one tree for every 30 feet of the length of the lot line that adjoins the Setback area.
 - 3) A landscaped Setback of five feet shall be observed from any lot line on the perimeter of parking lots which does not adjoin a street, residentially zoned lot, a lot with an existing residential use, or a parking lot or parking structure.
 - b. **Landscaping Requirements for Temporary Parking Facilities.** Notwithstanding the parking requirements in Paragraph (a) of this Subdivision, where temporary surface parking is proposed for a multi-phased Project such that a parking structure will be constructed or the surface parking will otherwise be removed in a subsequent Project phase, temporary landscaping (e.g., trees in planters) shall be provided with a temporary irrigation system. This landscaping and irrigation shall be provided pursuant to a landscape and irrigation plan prepared by a licensed landscape architect and approved by the Department of City Planning.
6. **Additional Requirements for Parking Structures.** For new buildings and structures, as well as additions to existing structures or buildings, the following provisions shall apply:

- a. Parking structures or that portion of a building which is used for parking shall be designed to minimize vehicle headlight and noise impacts upon adjacent properties. Permitted screening techniques include parapet walls, railings, planter boxes, and external landscaping. Other design solutions which address headlight and noise impacts may be approved by the Director of Planning.
 - b. Parking structures shall be designed to include planting of trees and shrubs in the Setbacks, and climbing vines on the facade of each parking level in order to provide landscaped screening and exterior amelioration to the walls. To the extent feasible, the roofs of parking structures shall also be landscaped with planted materials, which may consist of landscaping in perimeter planter boxes.
 - c. Parking structure air circulation vents and/or fans shall be installed in such a manner as to avoid adverse noise impacts upon nearby properties.
7. **Landscape and Irrigation Plans.** Planted areas shall be provided with automatic irrigation systems and conform with the City's water conservation requirements. Landscape and irrigation plans, prepared by a licensed landscape architect, shall be submitted to the Department of City Planning upon application for a Project Approval. In addition to providing planting and irrigation details, landscape plans shall show the location of any driveways crossing landscaped Setback areas.
8. **Lighting.** Lighting for plazas, parking areas and Walkways shall provide for a safe and attractive environment. Lighting plans for all proposed illuminated landscaped areas shall be submitted to the Department of City Planning upon application for a Project Approval.
- H. **Owensmouth Parkway.** Owensmouth Avenue between Califa Street and Vanowen Street is designated as a Special Design District. Wherever feasible, Projects located along this corridor shall incorporate the objectives and design guidelines stated for the Owensmouth Parkway in the Urban Design Guidelines contained in Appendix E of this Specific Plan.
- I. **Shuttle Stops.** The Director of Planning shall, as part of the Project Approval procedures in Section 6 of this Specific Plan, review and approve, modify or disapprove the design of the shuttle stops described in Section 11 L. In order to provide comfort and service to those visiting Warner Center and to promote pedestrian activity, these stops shall be furnished with transit shelters, which may be combined with a newsstand and a kiosk providing magazines, snacks, etc. In addition, such shelters shall be designed and planned in an attractively landscaped setting allowing for a minimum seating capacity of ten adults and providing shade and weather protection. Transit shelters shall be equipped with telephones, lighting and trash receptacles. In case of shuttle routing changes, transit shelters shall be designed to be moveable. Installation of these shuttle stops by the

Applicant shall be eligible for in-lieu credit pursuant to Section 11 H of this Specific Plan.

- J. **Walkways.** The Director of Planning shall, as part of the Project Approval procedures in Section 6 of this Specific Plan, review and approve, modify or disapprove a Walkway plot plan for the construction of any new non-residential building containing 2,000 square feet or more of Floor Area. A Walkway plan shall be designed to facilitate pedestrian circulation and reduce the conflict between pedestrian and

vehicular traffic circulation. The Director's determination shall be based on the following design criteria:

- 1. Walkways shall have an unobstructed width of 12 feet, or any alternative width proposed by the Applicant and approved by the City Engineer, as adequate to accommodate anticipated pedestrian traffic;
- 2. At minimum, Walkways shall connect together entrances to the main and any adjacent or accessory buildings on the same lot and the front lot lines(s) of the lot on which the building(s) is located. Walkways may also connect buildings to alternate points on the same lot.
- 3. To create a sense of greater depth in the appearance of landscaped Setbacks and to promote the overall urban design character of this Specific Plan area, meandering or serpentine sidewalks shall be provided for public sidewalk purposes in lieu of customary sidewalks in accordance with this Subdivision. Meandering sidewalks may be located partly on private property and shall connect with public sidewalks in the dedicated right-of-way. Public sidewalks shall be designed satisfactory to the Department of City Planning and the Bureau of Engineering of the Department of Public Works. Easements for public sidewalk purposes shall be granted over private property, as necessary to accommodate the design and construction of meandering sidewalks, as determined by the Bureau of Engineering. Meandering sidewalks shall be:
 - a. Required between access driveways 100 or more feet apart.
 - b. Provided, when feasible, as determined by the Department of City Planning, between access driveways less than 100 feet apart.
- 4. Walkways shall be available for public use for the life of the Projects(s) they serve.

Section 11. TRANSPORTATION REQUIREMENTS.

- A. **Prohibition.** No building, demolition, grading or foundation permit for a Project shall be issued until the Department of Transportation (DOT) has analyzed the Significant Transportation Impacts of a proposed Project and the DOT, the Department of Public Works - Bureau of Engineering, and the Department of City Planning have certified completion of mitigation measures, or that their completion has been guaranteed to the satisfaction of these Departments.

B. Review of Transportation Impacts.

1. **Transportation Impact Review - Application.** Prior to the issuance of any building, demolition, grading or foundation permit, DOT shall determine that the Applicant has submitted an application and paid fees as follows:

- a. **Transportation Impact Review - Application Form.** Submit a Project description on an application form to DOT for review of the number of Trips to be generated by the Project and a determination regarding Significant Traffic Impacts of the Project during A.M. and P.M. Peak Hours.
- b. **Transportation Impact Review - Application Fee.** Pay the following application processing fee based on the size and nature of the Project:

**TRANSPORTATION IMPACT REVIEW
APPLICATION FEE**

NUMBER OF PEAK HOUR TRIPS (AM or PM, whichever is greater)	FILING FEE
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Projects with 42 or Fewer Trips.
(Traffic Assessment **Not** Required):

If applicable street dedication/ improvement and Transportation Impact Assessment (TIA) Fee are not required:	\$ 200
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If applicable street dedication/ improvement or TIA Fee are required:	\$ 400
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Projects with More Than 42 Trips
(Traffic Assessment Required):

Filing Fee required upon application; applicable street dedication/improvement or TIA Fee may be required:	\$ 500
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If Traffic Assessment indicates significant impacts; design and impacts, design and review of mitigation measures required; applicable street dedication/ improvement and/or TIA Fee fee may be required	An additional \$1,600 plus \$50 for every 1,000 square feet of Floor Area, with the total fee not to exceed \$25,000.
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- c. **Annual Indexing of Application Fees.** The application fees shall be annually increased (or decreased) as follows: The application fees shall be adjusted as of June 30 in order to become effective by July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised application fees shall be published by the City Clerk in a

newspaper of citywide circulation not later than June 30 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in cost, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the application fees.

2. Project Trip Generation Calculations.

- a. DOT shall calculate the number of Trips for a Project based on the Trip Generation Table (Appendix B) of this Specific Plan. The City Council, acting by resolution upon recommendation by the City Planning Commission, may revise the formulas in Appendix B based upon updated reports as recommended by DOT.

Unless otherwise determined by DOT, Trips for a Project having more than one use shall be calculated by adding together the Trips generated by the portions of Floor Area of the Project devoted to each use. If a Project includes a use not listed in the Trip Generation Table (Appendix B) or a recognized data source such as the Institute of Transportation Engineers (ITE) Trip Generation tables, as modified to reflect the anticipated effect of the exclusion of "passby Trips" and implementation of a Transportation Demand Management (TDM) Plan, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use. For purposes of this provision, "passby Trips" are Trips made as intermediate stops on the way from an origin to a primary Trip destination.

For purposes of calculating Gross Leasable Area in Appendix B, common area shall be defined as the area(s) in a shopping center made available for the common benefit, general use and convenience of the tenants and the tenants' invitees and employees and which are not and may not be leased to one or more tenants nor occupied for any temporary or permanent retail use, as determined by the Department of City Planning. Such common areas include: automobile parking area; public restrooms; driveways; sidewalks; public hallways and walkways; public service corridors; and any areas which if not covered by a roof or similar structure would not constitute Floor Area under the LAMC. Common areas shall be so designated only if evidenced by a Covenant and Agreement, satisfactory to the Departments of Transportation and City Planning, executed and recorded prior to the issuance of any building permit. The Covenant shall acknowledge that any future conversion of common areas (or portions thereof) to a Project that would increase the number of Trips must be preceded by either a

Project Approval pursuant to this Specific Plan or by a Specific Plan exception pursuant to LAMC Section 11.5.7 D.

- b. The Trip Generation Tables for the Phases of Development shall be based upon the assumption that the Applicant will implement a TDM Plan as set forth in Subsection J of this Section and, as a result, will achieve and maintain the following Average Vehicle Ridership (AVR) values for employees commuting to the Project:

Phase I	1.50 AVR
Phase II	1.65 AVR
Phase III	1.80 AVR
Phase IV	2.00 AVR

Any Applicant or its successor that fails to achieve or maintain the designated AVR for its Project after the second anniversary of the issuance of any certificate of occupancy for that Project, and each year thereafter for a total of 20 years, shall pay the City a TDM and Traffic Mitigation Restitution Fee as outlined in Paragraph (b) of Subdivision 6 of Subsection J of this Section.

- c. For purposes of determining application fees and reviewing transportation impacts, DOT shall approve a Trip credit for an existing or previous use (1) if the Applicant provides documentation (satisfactory to DOT) that the existing or previous use was legally in place anytime since the date of the most recent traffic count acceptable to DOT for use as "existing" traffic data or (2) where TIA Fees and/or transportation improvements eligible for In-Lieu Credit previously had been required pursuant to this Section or the Warner Center Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411).

For purposes of calculating the Transportation Impact Assessment (TIA) Fee pursuant to Section 11 G 2, DOT shall approve a Trip credit for an existing or previous use (1) if the Applicant provides documentation (satisfactory to DOT) that the existing or previous use was legally in place during 1990; or (2) where TIA Fees and/or transportation improvements eligible for In-Lieu Credit previously had been required pursuant to this Section or the Warner Center Interim Control Ordinance (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411).

- d. A Project that includes a child care facility, which facility is located on-site or within 1,500 feet of a transit station or Intercept Parking facility, (1) shall have the portion of the Project devoted to the child care facility exempted from the Trip generation calculation for all purposes (including determining the application fee pursuant to Section 11 B 1 (b), calculating the Transportation Assessment Fee pursuant to Section 11 G 2, and reviewing transportation impacts) and (2) shall be eligible for a Trip reduction credit as determined by DOT at

the time of Project Approval. The Project shall be credited (i.e., the Trip calculation shall be reduced by) 0.3 Trips for each full-time and 0.15 for each part-time child care slot.

- C. **Physical Improvements as Mitigation of Transportation Impacts.** Prior to the issuance of any building, demolition, grading or foundation permit for a Project, the Applicant shall comply with the appropriate criteria below:

1. **42 or Fewer Trips:** An Applicant for a Project that generates 42 or fewer Peak Hour Trips, as calculated by DOT, shall make, pursuant to this Specific Plan, the applicable highway dedications and complete the required improvements or guarantee them by way of the Department of Public Works' B-Permit procedures.
2. **More Than 42 Trips:** An Applicant for a Project that generates 43 or more Peak Hour Trips, as calculated by DOT, shall make, pursuant to this Specific Plan, the applicable highway dedications and complete the required improvements or guarantee them by way of the Department of Public Works' B-Permit procedures. DOT shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project and pays the required application fee(s) to cover the cost of DOT review. For a Project with 500 or more Trips, DOT shall provide the Traffic Assessment within 60 working days. If the Traffic Assessment finds that a significant Transportation Impact may be caused by the Project, the Applicant shall provide a Traffic Mitigation Plan (TMP), proposing mitigation measures to be implemented by the Applicant to remove any Significant Traffic Impacts resulting from the Project. The TMP shall be prepared in accordance with the standards and guidelines of DOT and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impacts.

The time limits specified in this Subdivision may be extended by mutual consent of the Applicant and DOT. In no case shall the time limit be extended beyond 180 days. If at the end of these time limits or at the end of any extension of time, DOT has failed to act, a Traffic Assessment shall be deemed not to be required.

3. **Mitigation Measures.** DOT shall require that mitigation measures, to the extent feasible, be undertaken or guaranteed to mitigate the transportation impacts of a Project as a condition of granting a building, grading or foundation permit. The mitigation measures may include (but are not limited to) the following:
 - a. Street widenings and dedications;
 - b. Construction of off-site improvements;
 - c. Traffic signal system improvements;
 - d. Preparation and submittal of an extraordinary preliminary TDM Plan mandated under Subsection J

of this Section. Extraordinary shall mean expected to result in greater effectiveness than assumed in the adjusted Trip generation rates in Appendix B of this Specific Plan, as determined by DOT; and,

- e. Implementation of public transportation and transit improvements.

D. Guarantee of Mitigation Measures. Prior to the issuance of any building, demolition, grading or foundation permit, the Applicant shall do the following:

1. Guarantee the proposed mitigation measures required pursuant to Subsection C of this Section, as agreed upon by DOT. Guarantees shall consist only of:
 - a. Surety bonds for B-Permits on City streets;
 - b. Encroachment Permits for State Highways;
 - c. Cash payments for ATSAC improvements; or,
 - d. Any other guarantees approved by DOT.
2. Execute and record a Covenant and Agreement pursuant to Subsection F of this Section.

E. Land Dedications. No building, grading or foundation permit shall be issued for a Project until all dedications have been offered to the City as required by the LAMC, this Specific Plan and any other applicable Ordinances. Land dedications shall include both fee dedications and right-of-way easements. Dedications and roadway widths for Super Major Highways and Special Collector Streets are defined in Section 4 of this Specific Plan. See Map in Appendix A.

F. Covenant and Agreement.

1. Prior to the issuance of a building, demolition, grading or foundation permit for any Project, the owner(s) of the property involved shall prepare a Covenant and Agreement to complete, prior to the issuance of any certificate of occupancy, the transportation mitigation measures required pursuant to the Traffic Mitigation Plan approved by DOT, or approved on appeal to the City Planning Commission and City Council. The Covenant shall also include a declaration, in writing, that the owner(s) acknowledges the contents and limitations of this Specific Plan, including the TDM requirements. The following are exempted from this requirement:
 - a. Residential Projects in any R (Residential) Land Use category. However, residential Projects in any non-residential Land Use category shall require a declaration, in writing, of the owner's acknowledgement of the contents and limitations of this Specific Plan in a form designed to run with the land, but shall otherwise be exempted from its provisions.
 - b. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications on any lot.

- c. Governmental or Public Facilities, as defined herein.

2. The Applicant shall deliver a certified copy of the Covenant and Agreement to DOT prior to the issuance of any permit or certificate for which a Covenant was a condition precedent.

G. Transportation Impact Assessment (TIA) Fee.

1. **Payment of Transportation Impact Assessment (TIA) Fee.** Prior to the issuance of any building, grading or foundation permit, an Applicant shall pay to DOT, a TIA Fee as an additional mitigation measure to be used for the purpose of funding the Transportation Improvements listed in Appendix A of this Specific Plan, to DOT according to one of the following payment plans, at the Applicant's option:

- a. Pay the TIA Fee in one lump sum cash payment; or
- b. Pay a cash deposit equal to 20 percent of the TIA Fee, and pay the balance of the TIA Fee within four years from the date of payment of the cash deposit, including accrued interest due thereon, shall be made in conjunction with a security to the City in the form of either a bond, letter of credit, or an executed equitable servitude which runs with the land, to the satisfaction of DOT. If the Applicant chooses to use an equitable servitude as security, then the Applicant shall record that instrument in the County Recorder's Office. The recorded equitable servitude may be removed when all TIA Fee payments have been made to DOT.
- c. If the Applicant chooses to pay under option (b) above, interest shall begin to accrue on the date of payment of the cash deposit and shall be compounded annually beginning 365 days henceforth. The initial interest rate shall be six percent. The interest rate shall be adjusted annually after compounding, and shall be the prime rate in effect for the month of July of each year, as determined by the City Treasurer.
- d. Interim Control Ordinance Projects Subject to Transportation Impact Assessment Fee. Each Project for which a Covenant and Agreement was recorded pursuant to the Warner Center Interim Control Ordinances (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411) shall be subject to the Warner Center Specific Plan's TIA Fee.
 - 1) DOT shall calculate the amount that each Interim Control Ordinance Applicant or successor in interest shall be charged based on Trips generated by the Project. The Trips shall be calculated based on Subdivision 2 of Subsection B of this Section, and the Fees based on Subdivision 1 of this Subsection. Trip generation formulas to calculate Trips and the TIA Fee by land use are summarized in the latest adopted version of Appendix B attached to Council File No. 90-0901.

- 2) Full or partial waivers of the TIA Fee applicable to Projects pursuant to this Specific Plan shall also be applicable to Projects approved pursuant to Ordinance Nos. 167,770, 166,900, 165,792 and 163,411.

- 3) If a person received an approval for a Project between April 8, 1988 and April 30, 1993, pursuant to the procedures set forth in Ordinance Nos. 167,770, 166,900, 165,792 or 163,411 and signed a Covenant and Agreement promising to pay the TIA Fee, then that person or any successor in interest shall pay this amount according to one of the following payment plans, at their option:

- a) Pay the TIA Fee in one lump sum cash payment no later than 90 days after the date DOT mailed (by certified mail) the notice to pay the TIA Fee or, if an appeal was filed within the time limits set forth in this Plan, no later than 30 days after the date the determination on appeal becomes final; or
- b) Pay a cash deposit equal to 20 percent of the TIA Fee no later than 90 days after the date DOT mailed (by certified mail) the notice to pay the TIA Fee or, if an appeal was filed within the time limits set forth in this Plan, no later than 30 days after the date the determination on appeal becomes final. The Applicant shall pay the balance of the TIA Fee including accrued interest, within four years after the date on which the cash deposit was due. Those payments shall be made in four equal annual installments.
- c) If the Applicant chooses the deferred payment plan in option (b) above, the Applicant shall, in conjunction with that choice, provide security for payment of the balance due to the City in the form of either a bond, a letter of credit, or an executed equitable servitude which runs with the land, to the satisfaction of DOT. Payment of the balance of the TIA Fee, including interest due, shall be made according to the schedule above. If an Applicant chooses the deferred payment plan and decides to prepay in advance of the schedule, then the only interest due will be that which has accrued at the time of payment of the balance.

If the Applicant chooses to use an equitable servitude as security, then the Applicant shall record that instrument in the County Recorder's Office. The recorded equitable servitude may be removed when all TIA fee payments have been made to DOT.

If the Applicant chooses to pay under option (a) above, then the Applicant shall only be obligated to pay 95 percent of the TIA Fee assessed.

If the Applicant chooses to pay under option (b) above, interest shall begin to accrue on the date the first payment is due, and shall be compounded annually beginning on the anniversary of the date the first payment is due. The initial interest rate shall be adjusted annually after compounding, and shall be the prime rate in effect on July 1 of each year.

e. Appeals for Projects Subject to the Warner Center Interim Control Ordinance.

- 1) The City Council may hear appeals from decisions by DOT or the Director of Planning relative to the TIA Fees assessed for Projects for which a Covenant and Agreement was recorded pursuant to the Warner Center Interim Control Ordinances (Ordinance Nos. 167,777, 166,900, 165,792 or 163,411) regarding the Project being subject to this Specific Plan's TIA Fee. If a person subject to a TIA Fee believes an error was made, then he or she may appeal to the City Council. The Director of Planning and the General Manager of the DOT or their designees shall prepare and present to Council a report detailing the basis for the Department's action and a recommendation.
- 2) The appeal shall be in writing upon forms provided by the DOT and shall be accompanied by the appeal fee of \$1,020. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed within 30 days from the date of mailing (by certified mail) of the payment notice sent by the DOT after the effective date of this Specific Plan.

The procedures and time limits for such an appeal shall be the same as those set forth in LAMC Sections 12.24 B 3 and 12.24 E. However, only a simple majority vote of the City Council is required to overturn a decision by DOT or the Director of Planning. The fee for filing an appeal shall be \$1,020.

- 3) **Appeal Findings.** An appeal of the TIA Fee may be granted if one or more of the following findings is made:

- a) That the assessed TIA Fee is based on an incorrect interpretation of land use;

- b) That the assessed TIA Fee is based on a incorrect application of Trip generation rates or calculation of the TIA Fee;
- c) That DOT erred in interpreting or applying the provisions of the Specific Plan, including, but not limited to, provisions relative to full or partial Fee exemptions for certain types of land uses;
- d) That the Applicant is entitled to an additional credit against the assessed TIA Fee including, but not limited to, credit for:

Previous land uses on the property;

Public improvements from the Specific Plan mitigation Program completed by the Applicant in connection with the Project; or

Changes to the Project, or in the circumstances surrounding the Project, subsequent to the date the TIA Fee was assessed.

- e) That the Trips generated by the Project do not justify the Fee as charged, when considered in light of the size and cost of the Project and the public benefit provided by the Project, so long as granting of the appeal is not detrimental to the purposes of the Specific Plan.
- f. The Applicant for any Project for which a Covenant and Agreement was recorded pursuant to the Warner Center Interim Control Ordinances (Ordinance Nos. 167,770, 166,900, 165,792 or 163,411) may request temporary relief from the payment schedule provided in this Subdivision based on the vacancy rate in the Applicant's Project. If DOT determines that the Project is not actually generating the Trips previously calculated due to an extremely high vacancy rate, the Department may grant temporary relief from the schedule of payments, until the vacancy rate has been reduced to a lower rate as determined by DOT.

Each grant of relief shall be for an original period of no longer than six months; however, extensions for periods not to exceed six months each may also be granted if evidence is produced which supports the necessary finding. The Applicant shall pay a fee of \$1,020 for each application or extension to cover the cost of monitoring the vacancy rates of Projects for which relief has been requested.

- 2. **Calculation of Fee.** The TIA Fee shall be calculated according to the following formula:

TIA Fee = (Number of P.M. Peak Hour Trips Generated) multiplied by the (Trip Cost Factor).

DOT shall calculate Trips based on Subdivision 2 of Subsection B of this Section.

- 3. **Trip Cost Factor.**

- a. **Amount.** The Trip Cost Factor is hereby established at \$6,723 per P.M. Peak Hour Trip for each of the Phases of Development. During Phase I, the Trip Cost Factor shall be reduced to \$4,907, and the Local Development Corporation (LDC) created for this Specific Plan shall be responsible for obtaining the remainder of the necessary transportation improvement funds during each of the four Phases.

The funds obtained by the LDC shall be allocated as shown in Table 4 in Appendix A of this Specific Plan. As recommended by DOT and the Department of City Planning to the City Planning Commission and approved by the City Council pursuant to Section 16 E of this Specific Plan, development in each subsequent Phase shall also have the Trip Cost Factor similarly reduced if the balance of the necessary transportation improvement funds of the preceding Phase were satisfactorily obtained and the transportation improvements, assured pursuant to Section 16 D herein. If the LDC fails to raise the required funds for the regional transportation improvements, but nevertheless compliance with the Phases of Development is certified pursuant to Section 16 D, then the amount the LDC failed to raise for the developers' share of the regional transportation improvements will cause the TIA Fee to be increased by that amount in the next Phase.

- b. **Annual Indexing.** The Trip Cost Factor shall be annually increased (or decreased) as follows:

The Trip Cost Factory shall be adjusted as of July 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index, as determined by DOT. The revised Trip Cost Factor shall be published by DOT in a newspaper of citywide circulation before July 31 of each year.

If DOT determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

4. Uses of the Fee.

- a. **Transportation Improvements.** DOT shall coordinate implementation of the Transportation Improvement listed in Appendix A of this Specific Plan and funded by the TIA Fees.
- b. **Substitute Improvements.** Appendix A of this Specific Plan may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by DOT, has determined that the improvements are consistent with this Specific Plan and that a substitute improvement fulfills the transportation objectives of the improvement it is to replace. No improvement that is fully funded by other sources shall be added to the list.
- c. **Obligation.** DOT shall obligate monies collected from payment of the TIA Fee within five years of full payment of the Fee by the Applicant, or otherwise refund the Fee to the Applicant.

5. Exemptions from Fee.

The following uses, as determined by DOT, are exempted from the required payment of a TIA Fee, provided the owner(s) of the subject lots executes and records a Covenant and Agreement, satisfactory to the Departments of Transportation and City Planning, in accordance with Subsection F of this Section, stating that the use for which the exemption is requested shall not be discontinued and converted to another use which is not exempt from the TIA Fee without either first obtaining a Specific Plan exception pursuant to LAMC Section 11.5.7 D or making payment of the applicable TIA Fee pursuant to this Specific Plan:

- a. Child care, elder care and inter-generational care facilities.
- b. Additions, alterations or construction of any single-family or multiple-family residential uses and accessory structures, including the residential portion of any Mixed-use Project, but excluding hotels, motels.
- c. Temporary uses of less than six months in duration. No extension of time shall be permitted.
- d. Transit stations and park and ride facilities.
- e. Churches, synagogues, and other properties used for religious worship.
- f. Private and public elementary and secondary schools and all non-profit educational institutions.
- g. Community facilities, including but not limited to: meeting rooms, libraries, and governmental or quasi-governmental facilities (not to exceed 40,000 square feet of Floor Area per use).
- h. Non-profit hospitals, and medical uses related to such hospitals.

6. Refunds.

- a. If a Fee is claimed to be erroneously or illegally collected, or a refund is claimed pursuant to this Specific Plan, then refunds shall be preceded by requests for refunds pursuant to LAMC Sections 22.12 and 22.13.
- b. The City Council may fully or partially refund the Fee and/or release a letter of credit when:
 - 1) The building permit expires and no extensions have been granted for a Project for which the TIA Fee has been collected; or
 - 2) A refund release is specifically authorized by resolution of the City Council, so long as the Council finds that the Fee is no longer needed.
- c. If a claim for refund pursuant to this Subsection is filed, then it shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions thereof, whichever is later.

H. In-Lieu Credits.

1. **Transportation Improvements.** In-Lieu Credit against the TIA Fee shall be given for all or portions of completed or guaranteed transportation improvements (including land dedications) listed in Appendix A of this Specific Plan.
2. **In-Lieu Credit Estimates.**
 - a. The Applicant shall be required to prepare preliminary plans and a detailed cost estimate of the proposed transportation improvements for review by the approval of the City Engineer and DOT. Costs shall be approved by DOT based on estimated B-Permit construction costs, including an additional 15 percent for contingency costs, as prepared by the Department of Public Works-Bureau of Engineering. The Bureau of Engineering may contract out for costing and appraisal services, the cost of which shall be paid by the Applicant and included in the In-Lieu Credit estimates.
 - b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of DOT and Department of Public Works - Bureau of Engineering. The guarantees shall consist of bonds for B-Permit on the City streets, Encroachment Permits for State Highways, and cash payments for ATSAC improvements. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.
 - c. Any developer having paid into the Warner Center Transportation Trust Fund (Council File No. 89-0025) shall receive credit for those fees toward any TIA Fees required due to development within this Specific Plan area.

- d. Any developer having paid into the Major Projects Review Trust Fund relative to the Warner Center Specific Plan shall receive credit for that money paid toward the TIA Fees required due to development within this Specific Plan area. However, this credit shall not exceed the administrative portion of the TIA Fee, as determined by the Director of Planning.

3. **Larger Transportation Improvement.** In cases where a mitigation measure is required pursuant to Subdivision 3 of Subsection C of this Section, but DOT (pursuant to a Traffic Mitigation Plan) determines that a Larger Transportation Improvement is needed as part of a regional or subregional transportation improvement, DOT shall approve an In-Lieu Credit, based upon the difference in costs between the mitigation measure and Larger Transportation Improvement. If the Larger Transportation Improvement is listed in Appendix A of this Specific Plan to be funded by the TIA Fee, In-Lieu Credit shall be granted for the Larger Transportation Improvement (including any required land dedication) based on the cost of the Improvement estimated in determining the TIA Fee, adjusted by annual indexing pursuant to Paragraph (b) of Subdivision 3 of Subsection G of this Section. Otherwise, In-Lieu Credit shall be granted for the Larger Transportation Improvement based on the cost of the Improvement completed and the fair market value appraised as of the date of dedication of any required land dedication acquired, to the satisfaction of the City Engineer and the General Manager of DOT.

4. **Land Dedications.**

- a. In-Lieu Credit shall be granted for land dedication for right-of-way purposes to implement those transportation improvements listed in Appendix A of this Specific Plan that are to be funded by the TIA Fee and shown on Map No. 6 in the same Appendix. In-Lieu Credit shall be granted based on the cost of the land dedication estimated in determining the TIA Fee, adjusted by annual indexing pursuant to Paragraph (b) of Subdivision 3 of Subsection G of this Section.
- b. In-Lieu Credit shall be granted for land dedications for right-of-way purposes to implement a Larger Transportation Improvement pursuant to Subdivision 3 of this Subsection.
- c. Land dedications shall include both fee dedications and right-of-way easements.

1. **Appeals.** The Applicant may appeal the decision of the Director of Planning as well as determinations of DOT and the Department of Building and Safety relating to transportation requirements to the City Planning Commission and determinations on appeal made by the City Planning Commission to the City Council. This appeal shall be in writing upon forms provided by the Department of City Planning. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be filed

within 15 days from the date of mailing (by first class mail) of the Department's or Director's determination, whichever is in issue. The time limits for the Commission's determination and the procedures and time limits for any appeal to the City Council from the Commission's determination shall be the same as the provisions set forth in LAMC Section 11.5.7 D 2 through 7. The fee for filing an appeal shall be \$1,020.

An appeal of the TIA Fee May be granted only if one or more of the following findings is made:

1. That the assessed TIA Fee is based on an incorrect interpretation of land use;
2. That the assessed TIA Fee is based on an incorrect application of Trip generation rates or calculation of the TIA Fee;
3. That DOT erred in interpreting or applying the provisions of the Specific Plan, including, but not limited to, provisions relative to full or partial Fee exemptions for certain types of land uses;
4. That the Applicant is entitled to an additional credit against the assessed TIA Fee including, but not limited to, credit for:
 - a. Previous land uses on the property;
 - b. Public improvements from the Specific Plan mitigation program completed by the Applicant in connection with the Project; or
 - c. Changes to the Project, or in the circumstances surrounding the Project, subsequent to the date the TIA Fee was assessed.
5. That the Trips generated by the Project do not justify the Fee as charged, when considered in light of the size and cost of the Project and the public benefit provided by the Project, so long as granting of the appeal is not detrimental to the purposes of the Specific Plan.

An appeal of any transportation matter other than the TIA Fee may be granted only if the City Council find that the Department(s) erred.

J. **Transportation Demand Management (TDM) Program.**

1. **Preliminary Transportation Demand Management Plan.**

- a. **Submittal of TDM Plan for Projects.** At the time of Project application, pursuant to Subdivision 1 of Subsection B of this Section, an Applicant for a Project containing 15,000 square feet or more of Floor Area or a Project with 50 or more employees shall submit a preliminary TDM plan to DOT for review.
- b. **Submittal of TDM Plan for Existing Development with 50 or More Employees.** By July 7, 1995, or within 60 days of issuance of any permit, whichever is later, a preliminary TDM plan shall be submitted for review and approval by DOT for any permit involving a lot

or lots with existing improvements of 15,000 square feet of Floor Area or having 50 or more employees on any lot. No permit for a Project shall be issued without the owner(s) first either submitting to DOT a letter of promise or executing and recording a Covenant and Agreement, acknowledging that the Applicant for the permit agrees to abide by the requirements of this Paragraph and all applicable provisions of this Subsection, including the enforcement provisions of Subdivision 6. (If the permit involves a Project containing 15,000 square feet or more of Floor Area or having 50 or more employees, no letter of promise or Covenant and agreement is necessary since Paragraph (a) of this Subdivision will then supersede this Paragraph.)

- c. The preliminary TDM plan shall address the unique characteristics of the Project and shall detail measures that will be implemented by the Applicant or by Project occupants to achieve and maintain an Average Vehicle Ridership of at least: 1.50 for new Projects in Phase I of the Phases of Development; 1.65 for new Phase II Projects; 1.80 for new Phase III Projects; and, 2.00 for new Phase IV Projects.
- d. The preliminary TDM plan shall include the following elements:
 - 1) Building and site design elements that facilitate employee vehicle trip reduction efforts, such as conveniently located loading and unloading areas for high-occupancy vehicles (HOVs), bicycle facilities, direct pedestrian access, preferential parking for HOVs, and conveniently located public transit stops.
 - 2) A description of the specific measures that will be performed by the Applicant or its building manager in providing ridesharing services and information to employees working in the Project, including dissemination of ridesharing information, sale of transit passes, provision of ridesharing services, and management of the Project's parking facilities to encourage carpooling and vanpooling. These services to employees working in the Project shall include provision of an employee transportation information center.
 - 3) A description of the specific financial and non-financial trip reduction incentives that the Applicant will provide to its own employees working within the Project to reduce the number of employee vehicles brought to and parked at or nearby the Project. The Applicant must also describe the method it will use, such as leasing provisions, to require that each tenant prepare and implement a TDM plan for its employees describing specific financial and non-financial incentives that the tenant will provide to its own employees working within the Project to reduce the number of employee

vehicles brought to and parked at or nearby the Project.

- 4) The preliminary TDM plan submitted by the Applicant and all TDM plans prepared by tenants of the Project shall include a parking cash-out provision, under which any employee working in the Project who receives or is entitled to a parking subsidy from his or her employer shall be offered the option to be paid the amount of that subsidy, less any applicable Federal and State taxes, in cash, to be used at the employee's option for any expenses associated with commuting to and from work or any other expenses.
 - 5) The preliminary TDM plan submitted by the Applicant and all TDM plans prepared by tenants of the Project shall stipulate that all employers either belong to a transportation management organization (TMO) or establish an individual or group TMO.
- e. DOT shall review and approve or disapprove a preliminary TDM plan within 30 working days of the date of submittal. This time limit may be extended by mutual consent of the Applicant and DOT. If at the end of the time limit specified in this Paragraph or at the end of any extension of time DOT has failed to act, the preliminary TDM plan shall be deemed approved.
 - f. An Applicant whose preliminary TDM plan has been disapproved shall revise and resubmit its plan within 30 days of the date of the disapproval, or the entire application for Project Approval or any other permit shall automatically be denied and a new application shall be necessary.
- 2. **Transportation Management Organization (TMO) Participation Requirement.** All employers, regardless of size, shall be required to: (1) make a minimum financial contribution to a TMO, as determined by DOT by July 17, 1995, and (2) submit an annual commuter survey in a manner acceptable to DOT for the purpose of monitoring compliance with the AVR requirements of this Specific Plan.
- The TMO will develop and implement ridesharing and transportation demand management related activities to provide commuter access to and circulation within this Specific Plan area.
- 3. **Final Transportation Demand Management Plan.** Prior to the issuance of any temporary or permanent certificate of occupancy for a Project, any Applicant that was required to prepare and submit a preliminary TDM plan for the Project shall revise and have approved that revised plan.
- a. The final TDM plan shall include any changes in trip reduction incentives the Applicant will provide to its employees and shall include TDM plans prepared by each tenant that has employees working within the Project. Each tenant TDM plan shall include a

description of specific financial and non-financial trip reduction incentives that the tenant will provide to its employees to reduce the number of employee vehicles driven to and parked at or nearby the Project.

- b. All TDM plans prepared by tenants of the Project shall include a parking cash-out provision, under which any employee working in the Project who receives or is entitled to a parking subsidy from his or her employer shall be offered the option to be paid the amount of that subsidy, less any applicable Federal and State taxes, in cash, to be used at the employee's option for any expenses associated with commuting to and from work or any other expenses.
- c. Any tenant that is required to submit a trip reduction plan to the South Coast Air Quality Management District (SCAQMD) pursuant to Regulation XV may submit a copy of its most recently approved Regulation XV plan in lieu of the plan required in Paragraph (a) of this Subdivision if it included a parking cash-out provision as outlined in Paragraph (b) of this Subdivision.
- d. As an alternative to the submittal of individual TDM plans for each tenant, the Applicant is encouraged to develop a cooperative TDM plan consisting of a common set of trip reduction incentives that the Applicant and each tenant will provide to their own employees. If the Applicant submits a plan with common incentives, individual tenants need only submit a simple letter of commitment signed by an officer of the firm outlining the incentives it will offer and committing to provide them.
- e. DOT shall review and approve or disapprove a final TDM plan within 30 working days of submittal. This time limit may be extended by mutual consent of the Applicant and DOT. If at the end of the time limit specified in this Paragraph or at the end of any extension of time DOT has failed to act, the final TDM plan shall be deemed approved.
- f. If an acceptable TDM plan is not submitted or resubmitted within the time limits above, then, no certificate of occupancy for the Project shall be issued by the Department of Building and Safety until DOT has approved a final TDM plan for the Project and received a copy of each Covenant and Agreement required in the next Paragraph.
- g. After approval of a final TDM plan by DOT, all Project owners shall execute and record a Covenant and Agreement that guarantees the implementation and continued maintenance of the approved TDM plan. The Covenant shall be in accordance with the provisions of Subdivision 2 of Subsection F of this Section.

4. Transportation Demand Management Status Reports.

- a. An Applicant or its successors shall submit an annual status report on its TDM program to DOT beginning a year after the issuance of the Project's first certificate of occupancy. The report shall be prepared in the form and a format designated by DOT, which must either approve or disapprove the status report within 30 days of submittal. This time limit may be extended by mutual consent of the Applicant and DOT. If at the end of the time limit specified in this Paragraph or at the end of any extension of time DOT has failed to act, the status report shall be deemed approved.
- b. The TDM status report shall contain a separate Average Vehicle Ridership report for each employer with employees working within the Project, conducted as outlined in the South Coast Air Quality Management District (SCAQMD) Regulation XV Commuter Program. The Applicant shall also provide a summary of the total number of employees and employee vehicles that come to the Project between 6 AM and 10 AM and use the results to determine an Average Vehicle Ridership for all employees reporting to the Project using the method in SCAQMD's Regulation XV.
- c. Failure to submit a required annual status report within 60 days of the anniversary date of the issuance of the Project's first certificate of occupancy shall constitute non-compliance with the requirements of this Subsection.
- d. If a Project owner fails to submit a required TDM plan annual status report, DOT shall issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required status report is not received, the Project owner shall be considered in violation of this Specific Plan and the City may take any action authorized by law to secure compliance or to otherwise mitigate the impacts of the Project.
- e. No additional building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any Project that has not complied with the requirements of this Subsection.

5. Transportation Demand Management Plan Revision.

Every other year, on or before the second anniversary of the approval of a final or revised TDM plan for the Project, the Applicant shall submit a revised TDM plan to DOT. The plan shall include the same elements as the final TDM plan as outlined in Paragraphs (a), (b), (c) and (d) of Subdivision 3 of this Subsection, but shall be revised to reflect the current trip reduction program services and information being provided by the building operator and the trip reduction incentives being provided

by employers within the Project. If the results of the latest TDM status report indicate that the Average Vehicle Ridership for the employees working within the Project is below the goal contained in Paragraph (c) of Subdivision 1 of this Subsection, additional services and employer incentives must be added to the revised plan to improve the likelihood that the employees working within the Project will meet or exceed the applicable AVR goal.

DOT must either approve or disapprove the revised TDM plan within 30 days of its submittal. Failure by DOT to act within this time limit, or within any extension of time agreed upon by the Applicant and the Department, shall result in the revised TDM plan being deemed approved.

6. Transportation Demand Management Plan Revision Enforcement and Penalties.

- a. Failure to submit a required TDM plan revision within 60 days of the second anniversary date of the approval of a final or revised TDM plan for a Project shall constitute non-compliance with the requirements of this Subsection.
- b. If a Project owner fails to submit a required TDM plan revision, DOT shall issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required TDM plan revision is not received, the Project owner shall be considered in violation of this Specific Plan and the City may take any action authorized by law to secure compliance or to otherwise mitigate the impacts of the Project.
- c. If, after evaluation of a TDM status report, DOT determines that the trip reduction services and incentives contained in a TDM plan revision are not adequate to enable the Applicant and employers located in the Project to reach the AVR goal contained in Paragraph (c) of Subdivision 1 of this Subsection, the Department may disapprove the TDM plan revision.
- d. If DOT disapproves a TDM plan revision, the Applicant shall include additional services and incentives and resubmit the TDM plan revision to DOT within 30 days.
- e. If, at any time, DOT determines that a Project owner has failed to comply with the provisions of a final TDM plan or TDM plan revision, DOT shall issue a notice of non-compliance. The notice shall indicate which requirement(s) have not been complied with, and the action(s) required in order to comply.
- f. The Project owner shall, within six months of the date of the notice of non-compliance, perform all actions necessary to bring the Project into compliance to the satisfaction of DOT.

- g. If, after six months from the date of the notice of non-compliance, the Project owner has failed to comply with the requirements of the TDM plan, the Project owner shall be considered in violation of this Specific Plan and the City may take any action

authorized by law to secure compliance or to otherwise mitigate the impacts of the Project.

- h. A determination of TDM plan non-compliance by DOT shall be appealable to the City Planning Commission and the City Council.
- i. No additional building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any Project that has not complied with the requirements of this Subsection.

7. Effectiveness of Transportation Demand Management Programs.

- a. If (based on the annual TDM status report, submitted and approved pursuant to Subdivision 4 of this Subsection), an Applicant or its successor fails to reduce the number of employee vehicles arriving at the Project enough to equal the number that would be expected to arrive at the Project, based on the AVR standard for the Phase of Development under which the Project's building permit was approved and as determined by the yearly commuter survey mandated by Subdivision 4 of this Subsection, DOT shall issue a warning of non-compliance with the AVR standard. The Applicant or its successors shall be allowed 60 days to submit a revised TDM Plan to DOT addressing deficiencies in its TDM program(s).
- b. On the second anniversary of the issuance of a Project's certificate of occupancy, and each year thereafter through the 21st anniversary, any Applicant or its successors that fail to reduce the number of employee vehicles arriving at the Project sufficient to equal the number that would be expected to arrive at the Project, based on the AVR standard for a new development, shall pay the City a TDM and Traffic Mitigation Restitution Fee. This Fee shall be based on the number of employee vehicles arriving at the Project between 6 A.M. and 10 A.M. (as determined by the yearly commuter survey mandated by Subdivision 4 of this Subsection) and the number of employee vehicles that would have arrived during the same period if the Applicant's TDM Program had reduced the number of employee vehicle trips assumed as part of the Project Approval. The TDM and Traffic Mitigation Restitution Fee shall be calculated as follows:

$$\begin{array}{l} \text{TDM and} \\ \text{Traffic} \\ \text{Mitigation} \\ \text{Restitution} \\ \text{Fee} \end{array} = \frac{(\text{B-A}) \times \text{Trip Cost Factor} \times 3}{20}$$

A = Number of Employee Vehicles Assumed to Arrive Based on Project Phase of Development (Total Number of Employees Arriving between 6 AM and 10 AM divided by 1.50, Phase I; 1.65, Phase II; 1.80, Phase III; or 2.00, Phase IV).

B = Number of Employee Vehicles Arriving at Worksite between 6 AM and 10 AM as determined by the yearly commuter survey (Paragraph (b) of Subdivision 4 of this Subsection).

- c. Any fees collected pursuant to Paragraph (b) of this Subdivision shall be deposited into a Warner Center TDM and Traffic Mitigation Trust Fund. This Fund shall be administered by DOT and the Department of City Planning. The Fund shall be utilized to implement TDM and traffic mitigation projects that will reduce the number of vehicle Trips to and from this Specific Plan area and to relieve localized traffic congestion.
- d. **Exception.** Notwithstanding the provisions of this Subdivision, a Project application may be accepted, and approved and the Department of Building and Safety may issue a building permit provided such Project does not exceed the Basic Development Right, as defined in Subsection A of Section 8 of this Specific Plan.

K. Residential Neighborhood Protection Program.

1. **Establishment and Goal of Program.** A Residential Neighborhood Protection Program shall be established for the residential neighborhoods immediately surrounding this Specific Plan area.

2. Goal and Objective of Program.

- a. The primary goal of the Residential Neighborhood Protection Program shall be to minimize the intrusion of through-traffic into the residential neighborhoods adjacent to this Specific Plan area, with nearby streets and intersections given high priority for proposed traffic impact mitigation measures. A secondary goal shall be to facilitate vehicular and pedestrian egress from local streets in the adjacent residential neighborhoods onto the primary arterial street and highway system.
- b. The objective of this Program shall be to discourage through-traffic from using local streets and to encourage, instead, use of the arterial street system. The Program shall establish measures to make the primary arterial routes more attractive and local routes less attractive for through-traffic, and establish measures designed to facilitate vehicular and pedestrian egress from local streets in the adjacent neighborhoods onto the primary arterial street and highways system.

3. **Map.** Nine residential neighborhoods adjacent to this Specific Plan area are included in the Residential Neighborhood Protection Program. They are identified on Map No. 5.

4. Program Development and Participation.

- a. Upon adoption of this Specific Plan, the Councilmembers in whose districts these neighborhoods are located shall appoint one or more Residential Neighborhood Protection Committees (Committees), consisting of representatives from the nine neighborhoods adjacent to this Specific Plan area (including representation from public and private schools within the designated areas), as shown on Map No. 5, and property owners/developers from within the Specific Plan area. The Committee(s) shall have the authority to make recommendations to the Director of Planning, General Manager of DOT, and the applicable Council District Offices concerning the development and implementation of the Neighborhood Protection Program. To assist in this process, the Committee(s) shall meet with City staff from DOT, the Departments of Fire, City Planning, and Public Works - Bureau of Engineering.
- b. The Neighborhood Protection Committee(s) meeting schedule shall be set by DOT and the Department of City Planning.
- c. The Neighborhood Protection Committee(s) shall make recommendations to DOT and the Department of City Planning as to transportation mitigation measures within the areas identified on Map No. 5 in order to implement the goals and objectives of the Neighborhood Protection Program as set forth in Subdivision 2 of this Subsection. A list of potential mitigation measures is presented in Appendix D of this Specific Plan.
- d. The Department of City Planning, with the assistance of DOT, shall coordinate with the Fire and Police Departments to ensure that no transportation mitigation measures proposed to be included in the Residential Neighborhood Protection Program will significantly impede emergency access or reduce emergency vehicle response time.

5. Hearing - Notice - Adoption.

- a. At such time that the Department of City Planning, with the assistance of DOT, has prepared recommendations for the Residential Neighborhood Protection Program, a public workshop and hearing before the City Planning Commission (or conducted by a Planning Department Hearing Officer) shall be set to invite testimony and comments.
- b. Publication of this hearing in a newspaper of general circulation and written notice shall be given in accordance with the requirement set forth in LAMC Section 12.24 D 2 (a) and (b). The property involved shall include this Specific Plan area and those

properties contained within the boundaries of the Residential Neighborhood Protection Program.

- c. A report and recommendation concerning the Residential Neighborhood Protection Program shall be presented before the City Planning Commission for its review and recommendation to the City Council.
- d. Subsequent to the review and recommendation by the City Planning Commission, the Residential Neighborhood Protection Program shall be transmitted to the City Council for its consideration and adoption by resolution.

6. Implementation, Enforcement and Review.

- a. As funds become available for this purpose, DOT and the Department of Public Works shall have the responsibility for implementation of an approved Residential Neighborhood Protection Program.
- b. The Department of City Planning, with the assistance of DOT, shall prepare and submit to the City Planning Commission, an annual report on the status of this Program. This report shall be part of the annual Specific Plan status report required pursuant to Section 16 D of this Specific Plan.
- c. The annual status report, pursuant to (b) above, shall include:
 - 1) Existing traffic conditions, including traffic counts along the Collector Streets within the nine residential neighborhoods identified on Map No. 5;
 - 2) The effectiveness of existing mitigation measures, if any;
 - 3) The need for further protection of any of the residential neighborhoods;
 - 4) Mitigation measures to be used to mitigate the impacts of non-local commuter traffic using local residential streets in these neighborhoods;
 - 5) Estimated construction time and cost of the proposed additional mitigation measures;
 - 6) An annual and cumulative accounting of all funds, including interest and income, reflecting expenditures and remaining available resources; and
 - 7) Additional funding requirements for any proposed additional mitigation measures.

- 7. **Warner Center Transportation Trust Fund.** \$9 million from the Warner Center Transportation Trust Fund, established by a separate Ordinance, shall be used to fund the Residential Neighborhood Protection Program.

The Warner Center TIA Fee shall be deposited into this Fund. Warner Center Transportation Trust Fund monies set aside for the Residential Neighborhood Protection Plan shall only be used to pay for the actual capital costs of implementing the Program.

- L. **Transit Shuttle Stops.** The DOT, with the assistance of one or more transportation management organizations (TMO's), shall select various sites throughout this Specific Plan area to serve as transit shuttle stops. Any Applicant who guarantees to install a transit shuttle stop shall be eligible for In-Lieu Credit pursuant to Subsection H of this Section.

Section 12. PARKING REQUIREMENTS.

A. Office.

- 1. **Phase I.** No Project Approval shall be granted for office uses adding Approved Permitted Floor Area during Phase I of the Phases of Development of this Specific Plan, unless the following parking requirements are met:
 - a. A **maximum** of 2.7 parking spaces per 1,000 square feet of Floor Area for Single Occupancy Vehicles (SOV);
 - b. A **minimum** of 0.3 parking spaces per 1,000 square feet of Floor Area for High Occupancy Vehicles (HOV); and,
 - c. A **minimum** of 0.2 parking spaces per 1,000 square feet of Floor Area for Intercept Parking facilities.
- 2. **Phase II.** No Project Approval shall be granted for office uses adding Approved Permitted Floor Area during Phase II of the Phases of Development of this Specific Plan, unless the following parking requirements are met:
 - a. A **maximum** of 2.0 parking spaces per 1,000 square feet of Floor Area for Single Occupancy Vehicles (SOV);
 - b. A **minimum** of 0.4 parking spaces per 1,000 square feet of Floor Area for High Occupancy Vehicles (HOV); and,
 - c. A **minimum** of 0.3 parking spaces per 1,000 square feet of Floor Area for Intercept Parking facilities.
- 3. **Phase III.** No Project Approval shall be granted for office uses adding Approved Permitted Floor Area during Phase III of the Phases of Development of this Specific Plan, unless the following parking requirements are met:
 - a. A **maximum** of 1.5 parking spaces per 1,000 square feet of Floor Area for Single Occupancy Vehicles (SOV), which shall be provided either within this Specific Plan area or not more than 1,500 feet therefrom;
 - b. A **minimum** of 0.5 parking spaces per 1,000 square feet of Floor Area for High Occupancy Vehicles (HOV), which shall be provided on the Project site;

- c. A minimum of 0.3 parking space per 1,000 square feet of Floor Area for Intercept Parking facilities.
4. **Phase IV.** No Project Approval shall be granted for office uses adding Approved Permitted Floor Area during Phase IV of the Phases of Development of this Specific Plan, unless the following parking requirements are met:
 - a. A maximum of 1.2 parking spaces per 1,000 square feet of Floor Area for Single Occupancy Vehicles (SOV), which shall be provided either within this Specific Plan area or not more than 1,500 feet therefrom;
 - b. A minimum of 0.6 parking spaces per 1,000 square feet of Floor Area for High Occupancy Vehicles (HOV), which shall be provided on the Project site; and,
 - c. A minimum of 0.4 parking space per 1,000 square feet of Floor Area for Intercept Parking facilities.
5. **Summary of Office Parking Provisions by Phase of Development.** Table 1 below illustrates a summary of the office parking requirements set forth under this Subsection.

TABLE 1

OFFICE PARKING (Parking Spaces per 1,000 Square Feet of Floor Area)				
PHASE	I	II	III	IV
Single Occupancy Vehicle(maximum)	2.7	2.0	1.5	1.2
High Occupancy Vehicle(minimum)	0.3	0.4	0.5	0.6
Total SOV + HOV	3.0	2.4	2.0	1.8
Intercept Parking (minimum)	0.2	0.3	0.3	0.4
Total	3.2	2.4	2.3	2.2
Totals do not preclude an Applicant from providing more than the specified minimum number of HOV and Intercept Parking spaces in any of the Phases.				

B. Intercept Parking.

1. **Location.** The location of any Intercept Parking facilities provided or constructed pursuant to this Section shall be subject to the approval of the Department of Transportation.
2. **In-Lieu Fee.** Whenever it is not practical or feasible to construct or guarantee Intercept Parking facilities or to provide parking spaces for such facilities, an Applicant shall be allowed to pay an in lieu fee of \$7,500 per Intercept Parking space required by this Section. The payment of such fee shall be deposited into an Intercept Parking Fund.

- C. **Controlled Parking Access for Major Shopping Centers.** Applicants for major shopping center Projects which contain 250,000 square feet or more of total Floor Area shall submit a controlled access parking plan satisfactory to DOT and the Department of City Planning. This parking plan shall specify measures to be implemented and enforced by the Project owner or tenant(s) to control parking access. These measures may include, but are not limited to: a limitation on the number of hours permitted for free parking, a parking validation policy, and gated ingress and egress.
- D. **Off-Street Parking Requirements - General.** Unless otherwise set forth below, off-street parking requirements shall comply with applicable provisions of LAMC Section 12.21 A 4.

1. Hotels And Motels.

- a. Notwithstanding the LAMC to the contrary, for hotels and motels, the number of parking spaces provided shall be in accordance with LAMC Section 12.21 A 4 (b).
- b. In addition to the parking requirement of Paragraph (a) of this Subsection, hotels and motels with banquet facilities shall provide one parking space for every three seats, based on maximum occupancy allowed by the Fire Department.

2. **Theaters, Auditoriums, Convention Facilities, Religious Institutions or Other Similar Places of Assembly.** Notwithstanding provisions of the LAMC to the contrary, one parking space for every three seats shall be required. When there are no fixed seats, one parking space for each 21 square feet of Floor Area, excluding stage, shall be required.

- E. **Shared Parking Agreements.** Shared parking agreements shall be permitted for all uses consistent with applicable provisions of LAMC Section 12.26 E and subject to the approval of DOT and the Department of City Planning.

Section 13. MIXED-USE PROJECTS.

A. Mixed-Use Project Incentives and Requirements.

1. **Incentives.** An Applicant shall be permitted one of the following incentives for any Mixed-Use Project that provides dwelling units in combination with non-residential development in the (WC)CR, (WC)C1, (WC)C1.5, (WC)C2, (WC)C4, and (WC)C/I Land Use Categories:
 - a. A maximum 20 percent increase in height from the maximum permitted height allowed by right as shown on the Land Use Categories Map (Map No. 3) or an additional height of 15 feet above the maximum permitted height allowed by right, whichever is greater; or,
 - b. A reduction in the Transportation Impact Assessment (TIA) Fee for the Mixed-Use Project, to be determined jointly by DOT and the Department of City Planning, to the extent that the number of PM

is vacant) for the purpose of discussing opportunities and options available for providing a child care facility. Child care facilities include infant care centers, day care centers, school age child day care centers, and after school programs, as defined under applicable state laws and regulations.

2. An Applicant for a commercial, industrial or Mixed-Use Project which contains 50,000 square feet or more of non-residential Floor Area shall be eligible for the child care facility incentives set forth in this Section, which include: a Floor Area bonus for a child care facility provided within this Specific plan area; a Trip reduction credit for a child care facility provided pursuant to this Section; an exemption for the Floor Area of a child care facility from being counted toward a Project's Floor Area Ratio; and, an exemption from the requirement of payment of the TIA Fee for the Floor Area devoted to a child care facility.
3. To qualify for the incentives set forth in this Section, an Applicant shall, upon application for a Project Approval, submit a child care facility plot plan showing the size and physical location of the child care facility. The amount of Floor Area of the Project devoted to a child care facility may be derived by reference to the Child Care Facility Guidelines in Appendix C of this Specific Plan, or by an alternative proposal prepared by the Applicant and approved by the Director of Planning and the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant). The amount of interior and exterior activity areas for a child care facility shall be consistent with applicable state laws and regulations. The child care facility plot plan shall be prepared satisfactory to the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and be satisfactory to the Department of City Planning.
4. In order to receive the Floor Area bonus specified in Subdivision 2 of Subsection B below, the Applicant shall enter into an agreement with the City, in a form acceptable to the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and the City Attorney, to guarantee that the area designated for child care shall remain in that use for a minimum of five years, commencing with initial occupancy of the child care center. After five years, the area designated for child care may be converted to another use, provided it can be demonstrated to the satisfaction of the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) and the City Planning Department that there is no longer a need for a child care at the subject location. If the area is converted, the Applicant shall then be subject to payment of the TIA Fee for that area, and the Floor Area exemption for the child care facility shall no longer be applicable in determining a Project's total Floor Area for the calculation of the Floor Area Ratio.

5. In order to provide for affordability of child care, the Applicant shall:

- a. Secure a lease of the child care facility with a licensed, non-profit child care provider for no more than \$1.00 per year; the child care provider may be required to pay a portion of the utility, insurance and maintenance expenses for the space.
- b. Provide a subsidy so that 20 percent of the child care slots are available to eligible low-income employees at 20 percent less than regular rates.

B. Location of Child Care Facility.

1. Child care facilities are encouraged to be located on the Project site. To qualify for the incentives pursuant to this Section, the location of any proposed off-site child care facilities shall be subject to approval by the City's Child Care Coordinator (or a designee of the City Council if lacking a Child Care Coordinator) and the Department of City Planning. The location of off-site child care facilities shall not exceed a distance of 1,500 feet from the boundary of this Specific Plan area, 1,500 feet from a transit station, or 1,500 feet from either a public or private Intercept Parking facility which serves commuters to this Specific Plan area, or may be placed at an alternative location, so long as the Department of Transportation and City Planning and the City's Child Care Coordinator (or a designee of the City Council if the City's Child Care Coordinator position is vacant) find that the location of the child care facilities will serve the employees or residents of this Specific Plan area.
2. **Floor Area Bonus.** A Project site shall be allowed five square feet of additional non-residential Floor Area, in excess of the Base Permitted Floor Area, for every one square foot of Floor Area constructed or guaranteed for a child care facility located only within this Specific Plan area.
3. Child Care facilities shall also be encouraged to be located on-site within major shopping centers (containing a minimum of 250,000 square feet of floor Area) in this Specific Plan area. Such facilities may include drop-off, part-time care facilities as well as full-time care facilities. The minimum area necessary for any required outdoor activity area in connection with a child care facility may be credited toward a reduction of the required number of parking spaces for the shopping center, provided that it would be necessary for the outdoor activity area to occupy an area that otherwise would be devoted to parking purposes, as shown on the facility plot plan and determined satisfactory to the Department of Transportation and City Planning.
4. The providers and operators of child care facilities are especially encouraged to cooperate with an established transportation management organization serving this Specific Plan area in order to coordinate the development and operation of such facilities with rideshare activities.

C. **Combined Child Care Facilities.** The incentives provided by this Section may be satisfied through the development of combined child care facilities by Applicants for two or more individual Projects or by combining with an existing child care facility, provided the standards for minimum Floor Area and outdoor activity area are approved by the City's Child Care Coordinator (or a public official designated by the City Council if the City's Child Care Coordinator position is vacant) and the Department of City Planning.

D. **Trip Reduction Credit for Child Care Facility.** Applicants for Projects that provide a child care facility either on or off-site pursuant to Subsections A through C of this Section shall be eligible for a Trip reduction credit as determined by DOT at the time of Project Approval. Such Projects shall be credited 0.3 Trips for each full-time child care slot provided and 0.15 Trips for each part-time slot.

E. **Exemptions for Child Care Facility.** Notwithstanding any other provision of this Specific Plan, the Floor Area devoted to a child care facility shall be excluded from a Project's total amount of Floor Area for the calculation of Floor Area Ratios and from the requirement of payment of a TIA Fee.

F. **Enforcement.** As a requirement of Project Approval, the operators of all child care facilities developed in accordance with this Section shall submit an annual report to the Child Care Coordinator (or a public official designated by the City Council if the City's Child Care Coordinator position is vacant) and the Department of City Planning. This annual report may be prepared with the assistance of a local child care provider or organization and/or a local transportation management organization. The report shall document: the number of children served and the fees charged; quality indicators such as teacher-child ratios, average salaries of child care workers, ratio of full/part-time workers, and job turnover rates for workers; and the status of ridesharing activities coordinated with program operations. All annual reports shall be due July 1st. No annual report shall be required prior to twelve months after issuance of a certificate of occupancy for a child care facility or facilities.

G. **Child Care Facility Requirement for Transit Station.** Future construction of the multi-modal commuter station within this Specific Plan area, which is required as part of the transit improvements listed in Appendix A of this Specific Plan, shall include a child care facility located within 1,500 feet from the portal of the station. The location and design of this facility shall be subject to the approval of the City's Child Care Coordinator (or a designee of the City Council if the City's Child Coordinator position is vacant) and the Department of City Planning.

Section 15. SIGNS.

A. **Project Approval Requirement.** No sign permit regulated by LAMC Chapter IX, Article 1, Division 62 shall be issued, nor shall any exterior sign be installed, unless the proposed sign has been reviewed and approved through the Project Approval process pursuant to Section 6 of this Specific Plan. No Project Approval shall be granted for a sign unless the following requirements are met:

B. **Prohibited Signs.** The following signs are prohibited:

1. Off-site signs.
2. Projecting signs.
3. Portable signs, sandwich signs.
4. Roof signs.
5. Signs having flashing, mechanical, strobe or linking lights, or moving parts.
6. Pole signs.
7. Signs above the first story of Pedestrian Serving Uses.
8. Signs, other than movement and directional signs, within landscaped Setback areas.

Exception: Monument signs shall be permitted within landscaped Setbacks, provided the signs are limited to either a company logo, generic type of business identification, or the name of a single business entity or building; and do not exceed a height to the top of the sign of six feet above sidewalk grade or edge of roadway grade nearest the sign.

C. **Number of Signs.**

1. **Limitation.** No more than one wall sign or awning sign, and one window sign shall be constructed, placed, created or maintained for each Premise. No more than one monument sign shall be constructed, placed, created or maintained on any lot, unless the lot on which the building is located is adjacent to more than one street, in which case, one additional sign for each additional adjacent street shall be permitted.
2. **Exceptions.** The limitation established by Subdivision 1 of this Subsection shall not apply in the following instances, and the exceptions below shall comply with the combined sign area provisions set forth in Subsection D of this Section:
 - a. Premises located above the first story may have only a building or business identification sign adjacent to each exterior entrance which provides access to those Premises.
 - b. Premises having at least 60 lineal feet of Building Facade may have an additional sign for each additional 30 feet of Building Facade; or, first story Premises which have two or more Building Facades may have one sign facing each public way.
 - c. Any wall signs located on a building over 100 feet above grade shall comply with LAMC Section 91.6209(e) and may be in addition to the sign limitation specified in Subdivision 1 above. Such signs shall be placed within 25 feet of the top of the building.
 - d. Traffic direction or parking information signs shall be permitted, provided that such signs do not exceed 20 square feet in area and ten feet in height.
 - e. Theaters may be permitted to have one additional wall sign or one additional marquee sign.

D. **Combined Sign Area.** The total combined sign area of all permitted signs on a single-story building or structure shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all signs may exceed that permitted for a single-story building or structure by ten percent. Exceptions to this combined sign area requirement are as follows:

1. Notwithstanding the above, theaters shall be permitted three and one-half square feet of sign area for each foot of street frontage.
2. Any wall signs located on a building over 100 feet above grade shall comply with LAMC Section 91.6209(e) and may be in addition to the combined sign area provisions of this Subsection.

E. **Projection of Wall Signs.** No wall sign shall extend more than 12 inches from the face of the building to which it is attached.

F. **Temporary Signs.**

1. One freestanding, construction sign shall be allowed where a building or structure is being erected or remodeled which identifies the owner, architects, engineers, financing agent and/or contractors involved in the Project; provided that the sign shall not extend more than ten feet above ground level and not exceed 40 square feet in area. The sign shall be removed within 15 days following completion of the construction or remodeling Project.
2. Real estate signs shall be permitted which indicate the building, land, or portion thereof for sale, lease, or rent; provided that the signs are located on the property to which they relate and do not exceed 30 square feet in area or ten feet in height. The signs shall be removed within 15 days from the date the building and/or portion thereof is no longer for sale, lease, or rent.
3. Temporary flags, banner signs, pennants, and balloons for community or other events or other noncommercial messages shall be permitted. Such flags, banners, pennants, and balloons shall be removed within 15 days following the end of the community or other event.

G. **Exemptions.** Where not in conflict with LAMC Chapter IX, Article 1, Division 62, the Director of Planning may grant exemptions from any or all of the provisions of this Section in cases of extreme hardship duly established to the satisfaction of the Director.

Section 16. IMPLEMENTATION OF THE PHASES OF DEVELOPMENT.

A. **Calculation of Cumulative Approved Permitted Floor Area.**

1. The Department of City Planning shall calculate the cumulative Approved Permitted Floor Area for each Phase of Development as specified in Subsection B of

this Section. The Department shall include the Floor Area of each Project in the cumulative Approved Permitted Floor Area at the time the Project is granted a Project Approval and include the Floor Area in the Phase of Development in which the anticipated development will occur. Designated employees of the Department of City Planning and Transportation shall indicate approval of the Project relative to the Phases of Development limitations by a sign-off on the building permit application.

2. If a building permit for which a Project Approval was granted pursuant to Section 6 of this Specific Plan expires and no extension of time is granted by the Department of Building and Safety, then the Department of City Planning, after being presented with satisfactory evidence of the permit's expiration, shall delete the Floor Area of that Project from the Phase of Development in which that Project's Floor Area was included.
3. The Floor Area of any Project for which a building permit pursuant to Ordinance Nos. 167,770, 166,900, 165,792 or 163,411 was issued prior to the effective date of this Specific Plan shall be included in Phase I of the Phases of Development. If the building permit expires to render it no longer valid, and no time extension is granted by the Department of Building and Safety, then the square footage of that Project shall be deleted from Phase I of the Phases of Development.

B. **Cumulative Approved Permitted Non-Residential Floor Area.**

1. **Phases of Development.** The cumulative Approved Permitted Floor Area for all commercial, industrial and the non-residential components of Mixed-Use Projects in this Specific Plan area shall not exceed the following cumulative square footage, by Phase of Development:

Phase I - 21.5 million square feet;
Phase II - 26.5 million square feet;
Phase III - 31.5 million square feet;
Phase IV - 35.7 million square feet.

2. **Exception.** A Project Approval may be issued for a commercial, industrial or Mixed-Use Project which causes the square footage to exceed the cumulative Approved Permitted Floor Area for Phases I through III, provided the Project does not exceed the Basic Development Right for the lot(s) on which the Project is located.

During Phase IV, once 33.9 million square feet of cumulative Approved Permitted Floor Area has been approved, no Project Approval may be approved which would cause the square footage to exceed the Basic Development Right for the lot(s) on which it is located.

No Project Approval shall be granted which would result in any undeveloped lot not being able to receive that lot's Basic Development Right.

C. **General Requirements.**

1. The Department of City Planning shall establish, monitor and maintain an official record of all cumulative

Approved Permitted Floor Area, by Phase of Development, within the Specific Plan area. The Floor Area record shall be maintained at the parcel and Plan Subarea level.

2. The Department of Transportation shall establish, monitor and maintain an official record of the vehicle Level of Service (LOS) carrying capacity on the street system, the street and transit system improvements, the Average Vehicle Ridership (AVR) of Warner Center employees, as documented through annual reports submitted by employers and/or a Transportation Management Organization in the Specific Plan area pursuant to the Southern California Air Quality Management District's Regulation XV Commuter Program, the on-site and off-site office parking spaces, Intercept Parking and High Occupancy Vehicle (HOV) facilities, by Phase of Development, for all Projects within the Specific Plan area.

In monitoring LOS carrying capacity, the Department of Transportation shall maintain a record of the percentage of capacity utilized by new Warner Center Projects approved under the provisions of this Specific Plan separate and apart from development in Warner Center existing prior to the adoption of this ordinance and apart from regional through-trips not generated as part of a Project developed within the boundaries of this Specific Plan.

D. Annual Status Report.

1. The Department of City Planning, with the assistance of the Department of Transportation, shall prepare and submit to the City Planning Commission an annual report on the status of development permitted by the Specific Plan. The report shall be submitted to the City Planning Commission annually beginning 15 months after City Council adoption of this Specific Plan.

Prior to submitting an annual report to the City Planning Commission, the City Planning Department shall conduct a workshop to provide the public with information and to receive comments regarding the implementation of the Specific Plan. The Department shall also be available to assist the public with information at the Commission meeting during which the annual report is being considered.

The annual report shall include the status of the Residential Neighborhood Protection Program pursuant to the report criteria specified in Subsection K of Section 11 of this Specific Plan. In addition, the report shall document:

- a. The cumulative Approved Permitted Floor Area by Phase of Development;
- b. The progress toward implementation of transportation improvements, including physical street improvements, HOV facilities and transit improvements which serve or benefit this Specific Plan area;

- c. The status of the vehicle LOS carrying capacity on the street system, as set forth in Subdivision 2 of Subsection C of this Section;
- d. The overall AVR within the Specific Plan area, and any deficiencies in meeting AVR standards based on the monitoring provisions under Subdivision 6 of Subsection J of Section 11; and
- e. The total number of office parking spaces developed within this Specific Plan area and at Intercept Parking locations.

2. The City Planning Commission, after review of the Department of City Planning's annual report, shall recommend to the City Council any actions necessary to ensure that LOS and AVR performance, transportation system improvements, improvements for on-site parking and Intercept Parking facilities, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of this Specific Plan.

3. The City Council shall review the City Planning Commission's action and the Department of City Planning's annual report and consider any actions necessary to ensure that the LOS and AVR performance, transportation system improvements, improvements for on-site parking and Intercept Parking facilities, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of this Specific Plan.

E. Certificate of Compliance with the Phases of Development Requirements.

1. No Project Approval shall be granted for any Project which would cause the cumulative Approved Permitted Floor Area to be increased from one Phase of Development to another until the City Council has done one of the following: certified that all requirements of the current Phase of Development have been implemented or assured; or, adopted findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopted appropriate Specific Plan amendments and accompanying findings.
2. The City Planning Commission, based upon a report and recommendations (pursuant to Subsection F of this Section) from the Department of City Planning, prepared with the assistance of DOT and the advice of a Plan Review Board established pursuant to Subsection G of this Section, shall report to the City Council that all the requirements of the current Phase of Development have been implemented or assured or why they are not necessary.

If the City Council determines that the requirements of the current Phase are not necessary in order to mitigate significant environmental impacts where physically feasible, then it shall adopt findings to justify the reasons why the requirements are not necessary. If the Council determines that not all of the requirements of the current

Phase of Development have been implemented or assured and that this Specific Plan should be amended or revised based on the review process set forth in Subsection F of this Section, then it shall adopt findings accordingly and request staff to report on what appropriate amendments should be adopted.

3. **Exception.** Notwithstanding Subdivisions 1 and 2 of this Subsection, a Project Approval may be issued even if the cumulative Approved Permitted Floor Area limit for the current Phase of Development is exceeded by the additional non-residential Floor Area of the Project, provided the Project does not exceed the Basic Development Rights for the lot on which it is located.

4. **Phase of Development Requirements.**

- a. **Level of Service (LOS) Standard.** DOT, in assisting the Department of City Planning in preparing a report and recommendations pursuant to Subsection F of this Section, shall determine whether there exists a significant adverse traffic impact with respect to the number of intersections within this Specific Plan area operating at substandard Levels of Service, by comparing existing LOS conditions with Year 1990 conditions, when the overall number of intersections (out of the 27 intersections within this Specific Plan area listed in Appendix A) operating at LOS F was eight.
- b. **Average Vehicle Ridership (AVR) Standard.** The minimum AVR standards for each of the Phases of Development are as follows:

Phase of Development	AVR Standard
I	1.50 overall for all new development within the Specific Plan area; 1.30 overall average for all development within the Specific Plan area (including existing development).
II	1.65 overall for all new development within the Specific Plan area; 1.45 overall average for all development within the Specific Plan area (including existing development).
III	1.80 overall for all new development within the Specific Plan area; 1.60 overall average for all development within the Specific Plan area (including existing development).
IV	2.00 overall for all new development within the Specific Plan area; 1.75 overall average for all development within the Specific Plan area (including existing development).

c. **Parking Requirements (Office Parking Spaces per 1,000 Square Feet of Floor Area).**

OFFICE PARKING (Parking Spaces per 1,000 Square Feet of Floor Area)				
PHASE	I	II	III	IV
Single Occupancy Vehicle(maximum)	2.7	2.0	1.5	1.2
High Occupancy Vehicle(minimum)	0.3	0.4	0.5	0.6
Total SOV + HOV	3.0	2.4	2.0	1.8
Intercept Parking (minimum)	0.2	0.3	0.3	0.4
Total	3.2	2.4	2.3	2.2
Totals do not preclude an Applicant from providing more than the specified minimum number of HOV and Intercept Parking spaces in any of the Phases.				

- d. **Street Improvements, Transit Improvements and HOV Facilities.** The Phase of Development requirements for street improvements, transit improvements and HOV facilities are set forth in Appendix A of this Specific Plan.

- e. **Child Care Facility for Future Transit Station.** Development of a child care facility located within 1,500 feet from the portal of a multi-modal commuter transit station shall be completed in Phase IV of the Phases of Development along with the required completion of the transit station, as set forth under the transit improvements listed in Appendix A of this Specific Plan.

- f. **Residential Neighborhood Protection Program.** The transportation mitigation measures developed pursuant to Subsection K of Section 11 of this Specific Plan shall be implemented during Phase I of the Phases of Development. Additional mitigation measures shall be considered by DOT and the Department of City Planning at the end of each Phase of Development and included as part of the Specific Plan reviews to be undertaken pursuant to Subsection F of this Section.

5. **Phase IV Compliance with AVR and LOS Standards.** As specified under Subdivision 3 of this Subsection, a 2.00 AVR standard for new development and a 1.75 AVR standard averaged overall for existing development shall of applied within this Specific Plan area during Phase IV of the Phases of Development. However, in Phase IV, should AVR performance averaged overall for existing development deteriorate below the AVR standard established for Phase III (i.e., 1.60 AVR), or should the number of substandard intersections within this Specific Plan area (i.e., operating at LOS F) exceed eight, based on the annual status report to the City Planning Commission required pursuant to Subsection D of this Section, the City Planning Commission shall then have the authority to direct the Department of Building and Safety to suspend further issuance of any building,

demolition, grading or foundation permits that would increase the cumulative Approved Permitted Floor Area until it can be determined or foreseen that such deficiencies will be corrected.

F. Specific Plan Review.

1. Prior to issuance of any Project Approval for new non-residential Floor Area that would cause the cumulative Approved Permitted Floor Area to exceed the limits of any one Phase of Development, the Department of City Planning, with the assistance of the DOT and the advice of a Plan Review Board established pursuant to Subsection G of this Section, shall conduct a detailed review of the provisions of this Specific Plan to determine the appropriateness and effectiveness of the Phases of Development criteria, and shall recommend any amendments thereto to the City Planning Commission and the City Council.

Prior to each Specific Plan review, the Director of Planning shall notice affected City departments and the Los Angeles Unified School District for their comments.

For each Specific Plan review, the City Planning Department shall conduct workshops to provide the public with information and to receive comments regarding the implementation of the Specific Plan. The City Planning Commission, after conducting a public hearing and considering the report prepared by City Staff, shall submit the staff report and any Plan Review Board comments on the subject to the City Council, along with recommendations for any amendments or revisions.

Also, pursuant to the provisions of Subsection E of this Section, the City Planning Commission shall report to the City Council that all of the requirements of the current Phase of Development have been implemented or assured, or determine that the requirements of the current Phase are not necessary to mitigate significant environmental impacts.

If the Commission determines that not all of the requirements of the current Phase of Development have been implemented or assured and that this Specific Plan should be amended or revised based on the review process set forth herein, then it shall adopt findings accordingly and recommend that appropriate amendments be adopted by the City Council.

2. The Specific Plan review conducted between Phases II and III shall also include a detailed evaluation of existing traffic conditions and an analysis of future land use scenarios and their impacts on the transportation system, based on data generated by computer model runs. The City Planning Department, with the recommendations of the Plan Review Board, shall also evaluate the adequacy of all Specific Plan provisions in ensuring that all the Purposes specified in Section 2 of this Plan are being successfully implemented. The Department shall also include an assessment of compatibility with other City plans, policies and programs.

3. **Child Care Facilities.** Each Specific Plan review shall include a review of child care facilities and services. If the review process reveals that there are child care needs which are not being adequately met, then the City Planning Department, in consultation with the City's Child Care Coordinator (or a designee of the City Council if lacking a Child Care Coordinator) shall propose modifying the Specific Plan to add a child care fee or other mechanism to increase the availability and/or affordability of child care.
4. **Exception.** Notwithstanding Subdivisions 1, 2 and 3 of this Subsection, a Project may be issued a building permit even if the cumulative Approved Permitted Floor Area limit for the current Phase of Development is exceeded by the additional non-residential Floor Area of said Project, provided such Project does not exceed the Basic Development Right, as defined in Subsection A of Section 8 of this Specific Plan.
5. **Schedule for Commencement of Restudies.** The Department of City Planning and DOT shall commence detailed reviews of this Specific Plan not later than once the specified levels of Approved Permitted Floor Area for all non-residential development, as shown in Table 2 below, are attained as calculated in accordance with the provisions of Subsection A of this Section.

TABLE 2

SCHEDULE FOR COMMENCEMENT OF SPECIFIC PLAN REVIEWS		
Phase of Development	Commencement of Specific Plan Review	Non-Residential Development Cap
I	...	21.5 MSF
II	20.0 MSF	26.5 MSF
III	24.0 MSF	31.5 MSF
IV	28.5 MSF	35.7 MSF
Note: MSF = Million Square Feet of Cumulative Approved Permitted Floor Area. Development subsequent to 33.9 MSF of cumulative Approved Permitted Floor Area limited to the Basic Development Right (FAR 0.35:1).		

6. **Notice - Hearing.** Prior to submitting the City staff reports and any Plan Review Board Reports, along with recommendations for amendments or revisions to the City Council, as set forth under Subdivision 1 of this Subsection, the City Planning Commission shall set the Specific Plan review for public hearing. A Department of City Planning Hearing Officer may be designated to conduct the hearing. The notice and hearing procedures shall be the same as those applicable to Commission conditional use approvals pursuant to LAMC Section 12.24 B 3.
7. **Time Limit Between Phases I and II and Between Phases III and IV.** The Specific Plan review process conducted between Phases I and II and between III

and IV, including any amendments or revisions adopted by the City Council, shall not exceed the following time limits:

- a. Within 6 months from commencement of the Specific Plan review, the Director of Planning shall make a determination regarding the appropriateness and effectiveness of the Phases of Development criteria, and make recommendations to the City Planning Commission for any proposed amendments to this Specific Plan;
 - b. Within 9 months from the commencement of the Specific Plan review, the City Planning Commission shall act upon the recommendations of the Director of Planning. If the Commission fails to act within this time limit, then the determination of the Director shall be forwarded directly to the City Council;
 - c. Within 12 months from the commencement of the Specific Plan review, the City Council shall act upon the recommendations of the City Planning Commission, or upon the recommendations of the Director of Planning if the Commission fails to act within the specified time limit.
8. **Time Limit between Phases II and III.** The Specific Plan review process conducted between Phases II and III, including any amendments or revisions adopted by the City Council, shall not exceed the following time limits:
- a. Within 9 months from the commencement of the Specific Plan review, the Director of Planning shall make a determination regarding the appropriateness and effectiveness of the Phases of Development criteria, and make recommendations to the City Planning Commission for any proposed amendments to this Specific Plan;
 - b. Within 12 months from the commencement of the Specific Plan review, the City Planning Commission shall act upon the recommendations of the Director of Planning. If the Commission fails to act within this time limit, then the determination of the Director shall be forwarded to the City Council;
 - c. Within 15 months from the commencement of the Specific Plan review, the City Council shall act upon the recommendations of the City Planning Commission, or upon the recommendations of the Director of Planning if the Commission fails to act within the specified time limit.
- G. **Plan Review Board.** The Councilmember in whose District this Specific Plan area is located shall appoint members of a Warner Center Specific Plan Review Board prior to the commencement of the Specific Plan reviews specified Subsection F of this Section. If the Specific Plan area is located in more than one Council District, each Councilmember shall appoint Plan Review Board members in proportion to the area they represent.

1. **Authority and Duties of the Plan Review Board.**

- a. The Plan Review Board shall make recommendations to the Director of Planning and the General Manager of DOT concerning the implementation of the Phases of Development of this Specific Plan. To assist in this process, the Plan Review Board will meet with City staff for presentation and review of existing traffic conditions and the potential effects of future land use development upon the transportation system, based on data gathered by the staff.
- b. As part of the Specific Plan review conducted between Phases II and III, the Plan Review Board shall also advise the Director of Planning on the adequacy of Specific Plan provisions in ensuring that the Purposes specified in Section 2 of this Plan are being successfully implemented.
- c. At the Director's request, the Plan Review Board shall make recommendation to the Director of Planning on any other items directly related to this Specific Plan.

2. **Composition of the Plan Review Board.** The Plan Review Board shall consist of 15 members.

3. **Quorum/Action.** The presence of eight members shall constitute a quorum. An approval of any Board action shall require a majority of those present after a quorum has been declared.

4. **Term.** Members of the Plan Review Board shall be appointed to serve for a maximum of six months for Specific Plan reviews conducted between Phase I and II and between III and IV; and, a maximum of nine months for the Specific Plan review conducted between Phases II and III.

5. **Vacancies.** In the event a vacancy occurs during the term of a member of the Board, the appointing Councilmember shall make an interim appointment of a person to fill out the unexpired term of the member.

6. **Meeting Schedule.** The Plan Review Board meeting schedule shall be set by the Department of City Planning.

H. **Maximum Development Permitted by this Specific Plan.** No Project Approval shall be issued for any Project that would cause the cumulative Approved Permitted Floor Area to exceed 35.7 million square feet, prior to City Council adoption and certification, respectively, of a new Specific Plan and Environmental Impact Report.

Section 17. CULTURAL AMENITIES.

A. **Warner Center Cultural Affairs Trust Fund.** A Warner Center Cultural Affairs Trust Fund shall be established to accept all contributions from development within this Specific Plan area that would otherwise be deposited into the Citywide Arts Fund pursuant to the Arts Development Fee Ordinance,

Ordinance No. 166,725. Except as otherwise provided herein, all provisions applicable to the Citywide Arts Development Fee Ordinance shall also apply to Projects within this Specific Plan area, including the provision of cultural and artistic facilities, services and community amenities, which shall be available to Projects and their future employees. Any cultural and artistic facilities, services, and community amenities provided shall comply with the principles and standards set forth in the Cultural Master Plan when adopted.

- B. **Warner Center Cultural Affairs Committee.** A five-member Warner Center Cultural Affairs Committee shall be established and responsible for the appropriate disbursement of the Warner Center Cultural Affairs Trust Fund within this Specific Plan area. The membership of this Committee shall include the General Manager of the Cultural Affairs Department (or a person by the Department General Manager for that purpose) with others appointed by the City Councilmember(s) representing this Specific Plan area.

Section 18. ACKNOWLEDGEMENT OF LIMITATIONS.

The Department of Building and Safety shall not issue building permits or grading permits for any Project until such time as the owner(s) of the lot or lots has recorded with the County Recorder and submitted to the Planning Department and the Department of Building and Safety an acknowledgement of the contents and limitations of this Specific Plan.

Section 19. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person, property or circumstances, is held invalid, the remainder of this Specific Plan or the application of such provisions to other persons, property or circumstances shall not be affected.

Section 20. REPEAL OF THE 1971 WARNER RANCH SPECIFIC PLAN.

Ordinance No. 142,281 is hereby repealed.

Warner Center Specific Plan

Los Angeles City Planning • January 1992

Figure 1

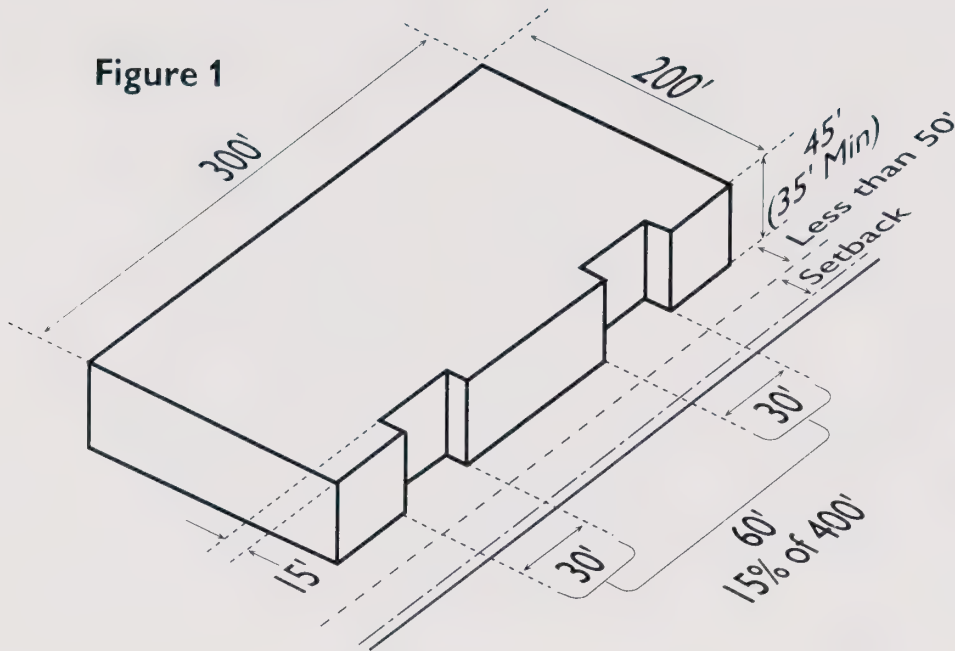


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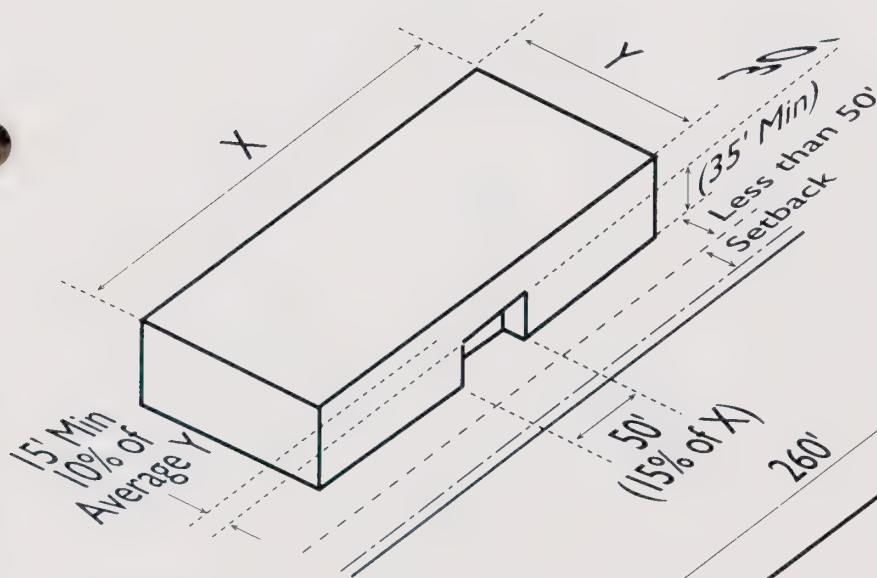
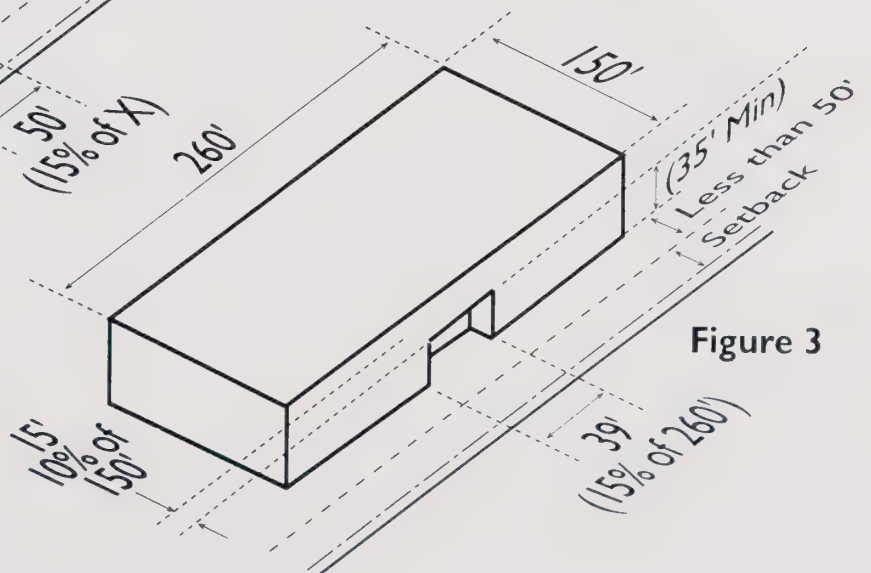


Figure 3



Warner Center Specific Plan

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Figure 4

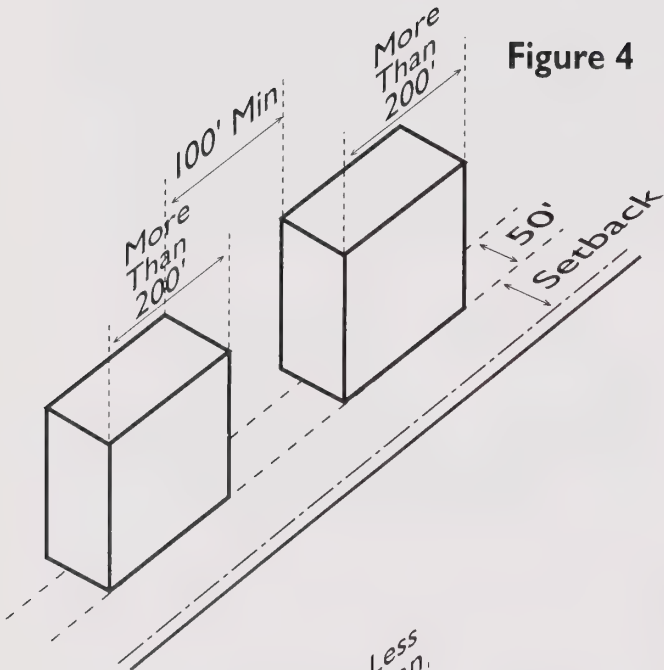


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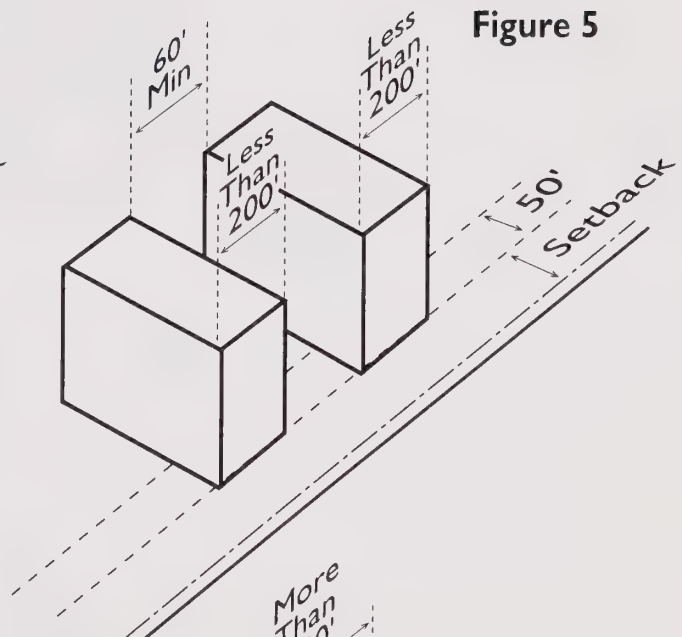


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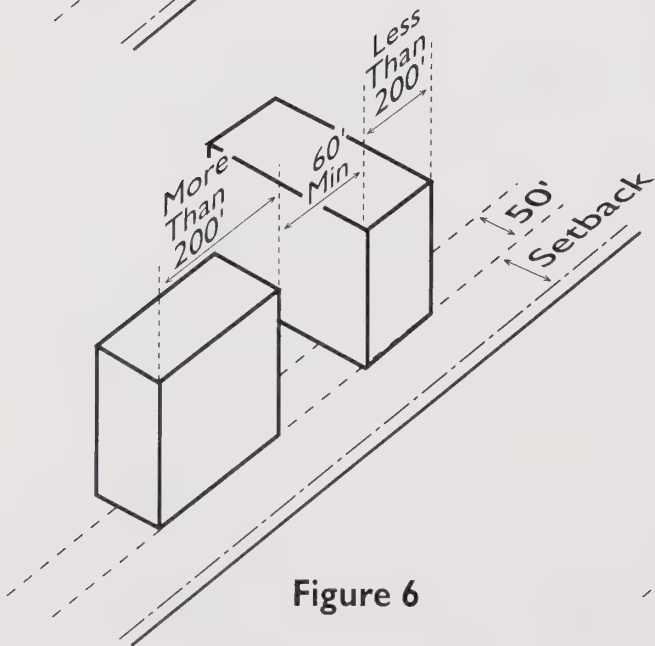
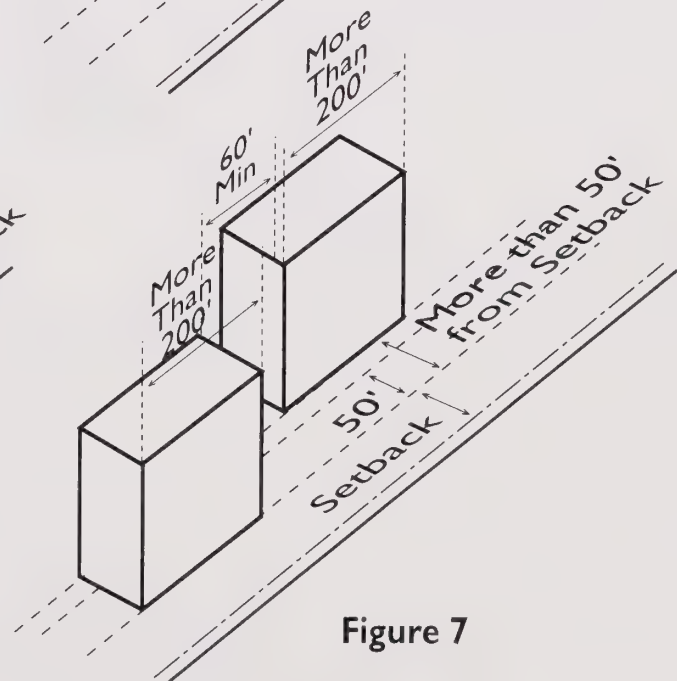


Figure 7



Warner Center Specific Plan

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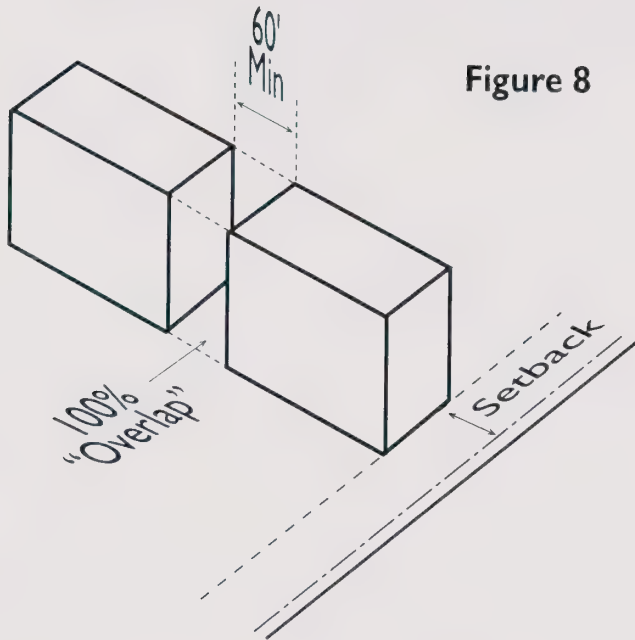


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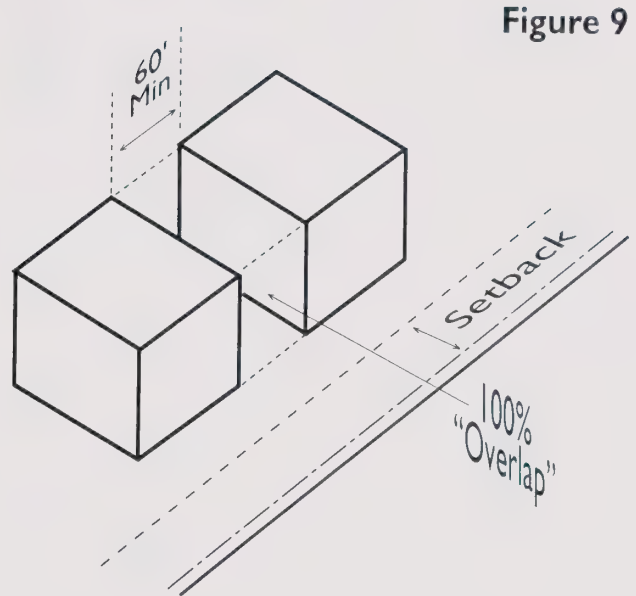


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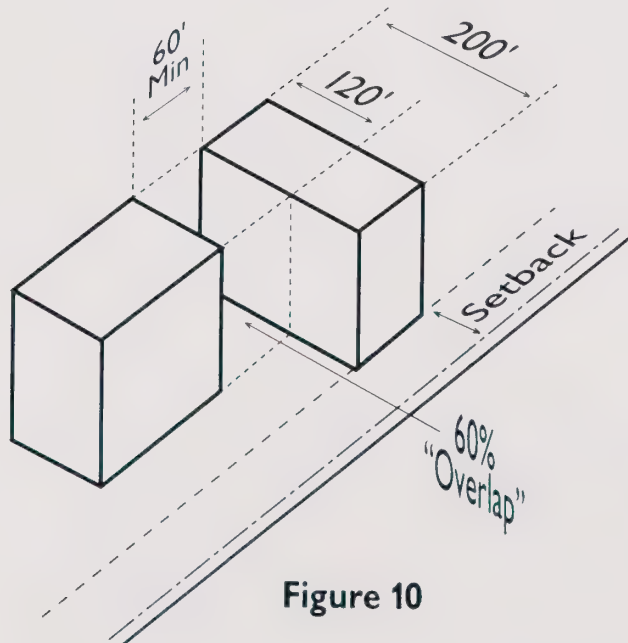


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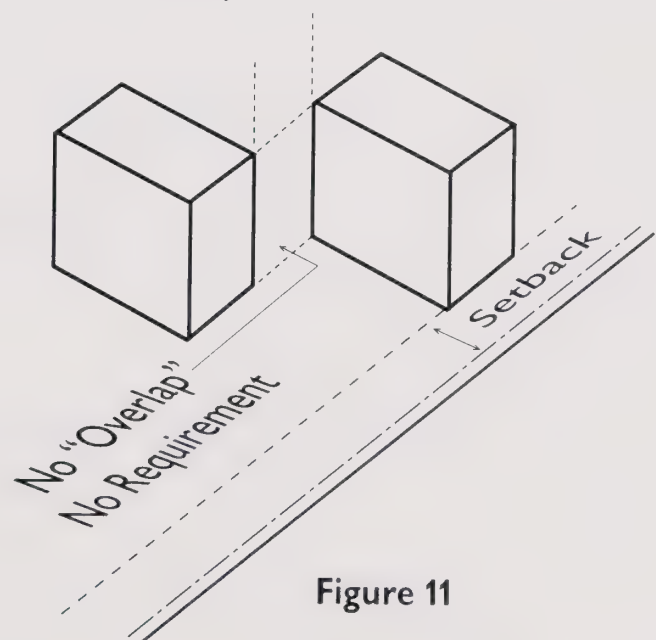
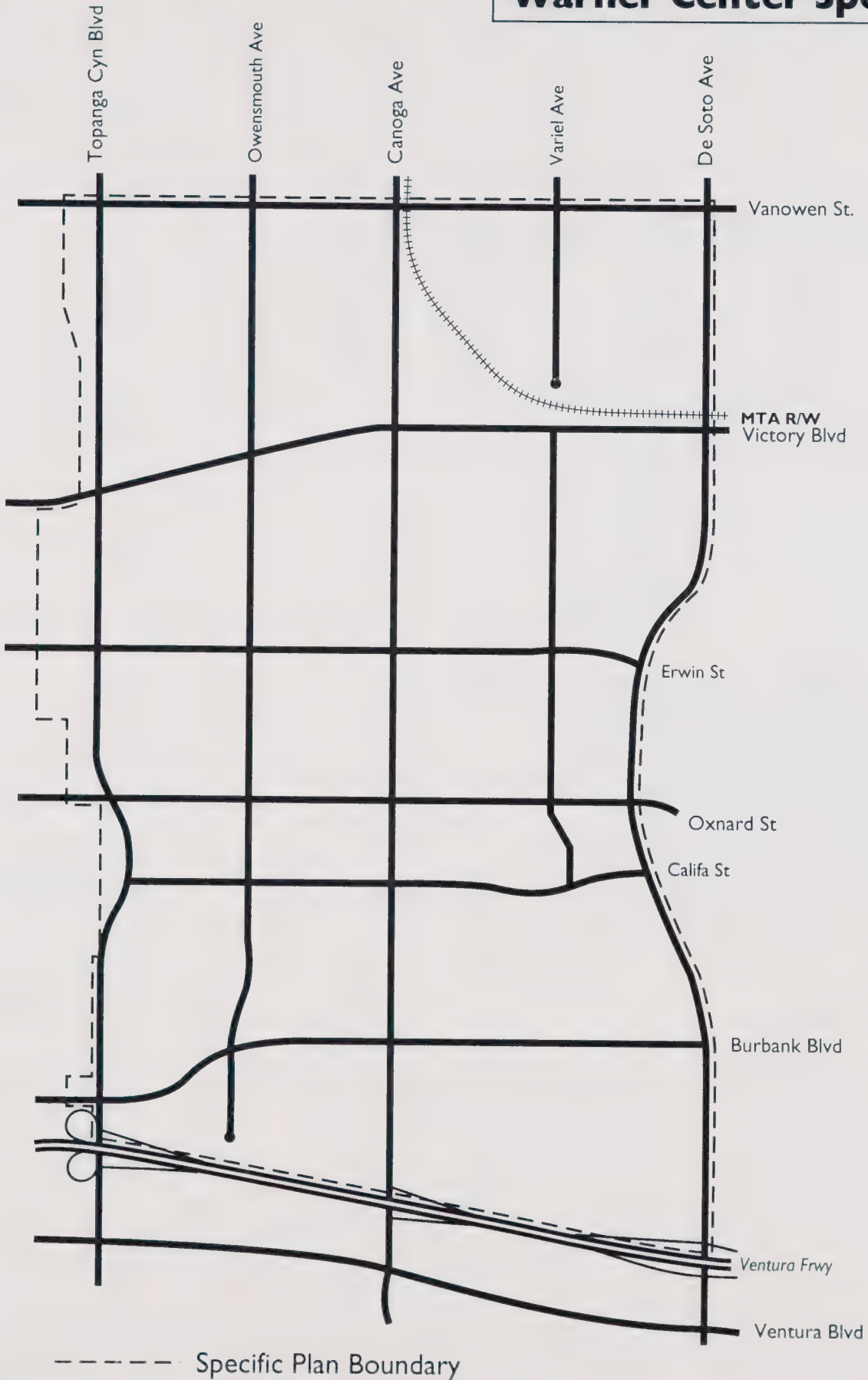


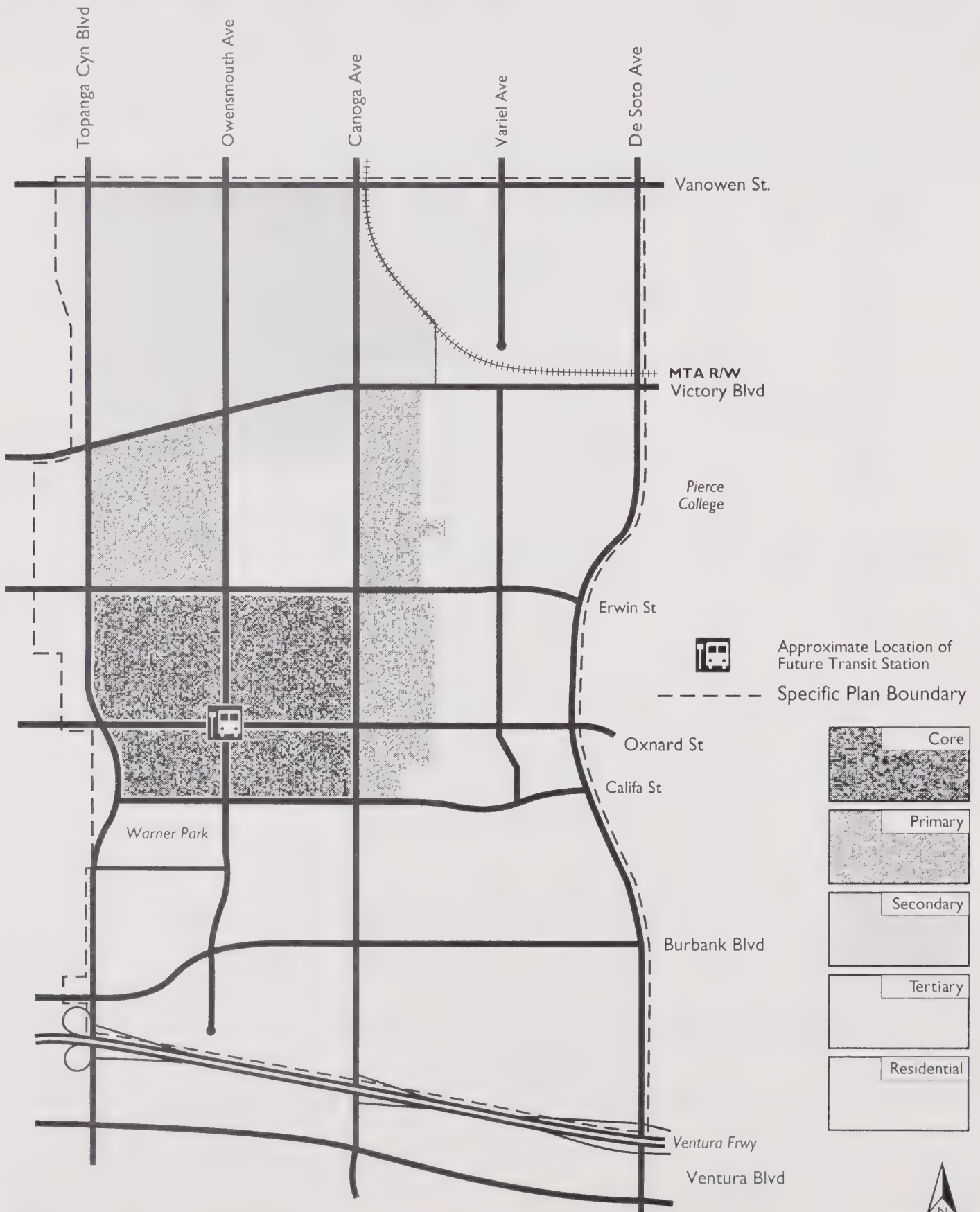
Figure 11

Warner Center Specific Plan

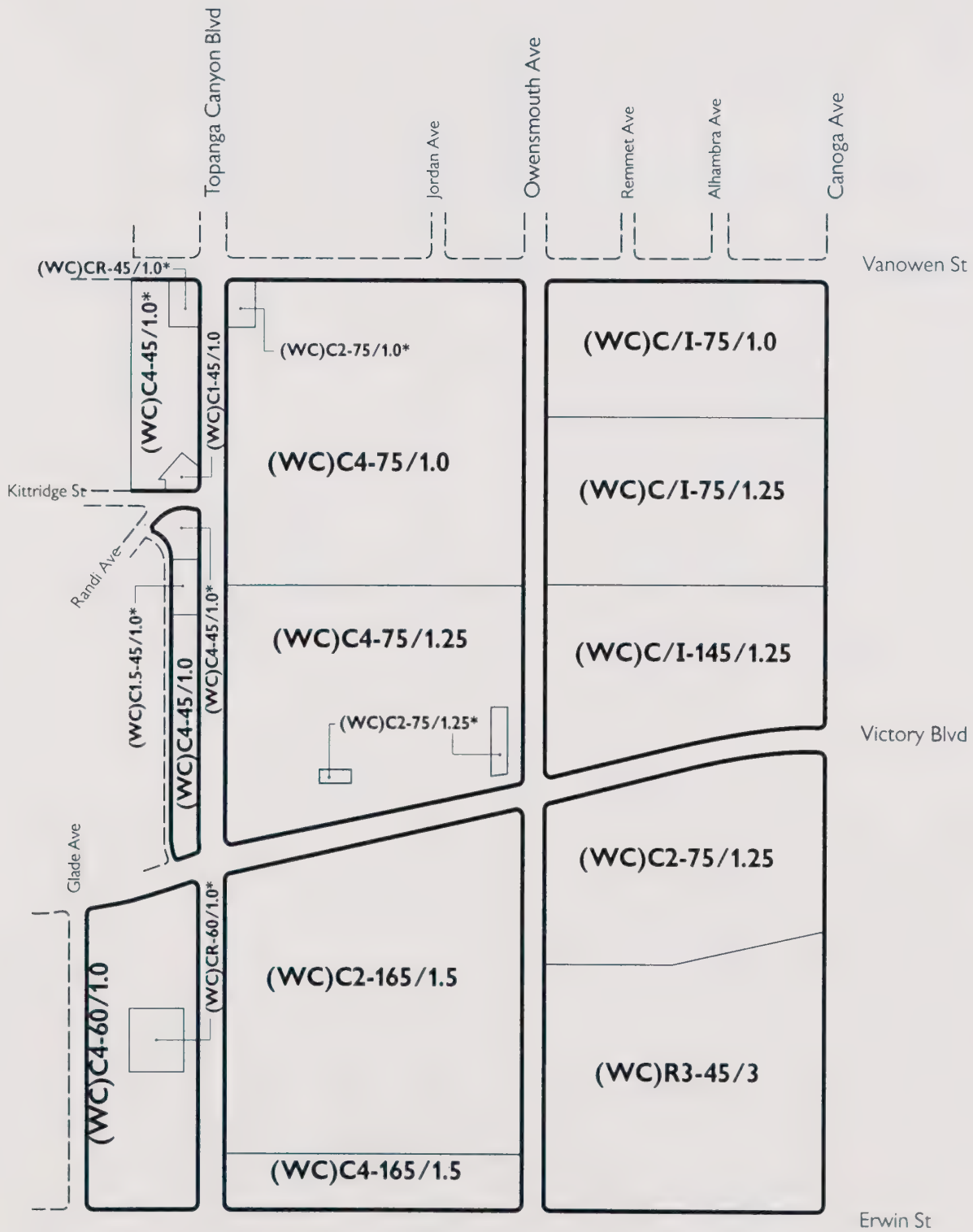


Specific Plan Area

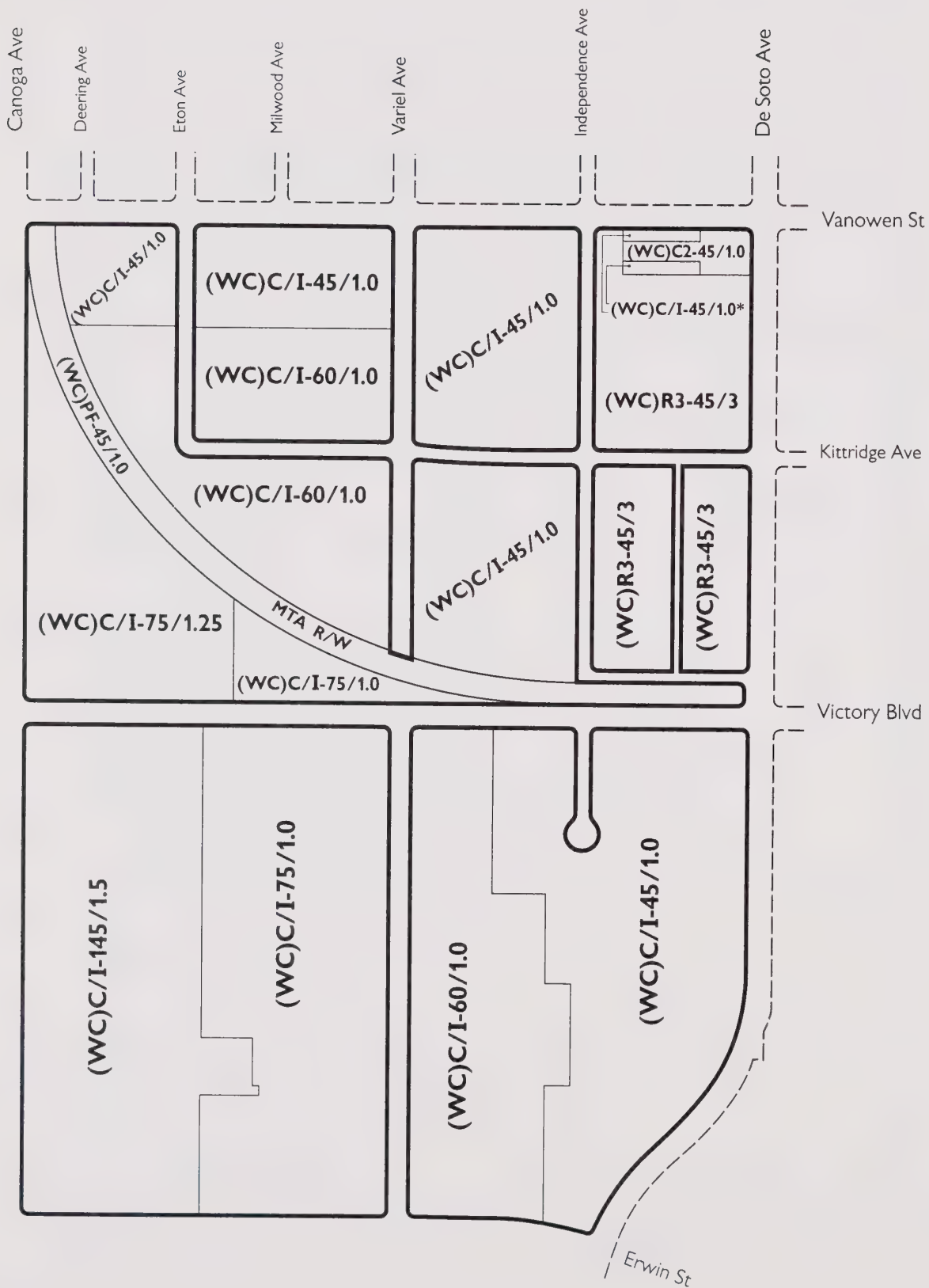
Warner Center Specific Plan



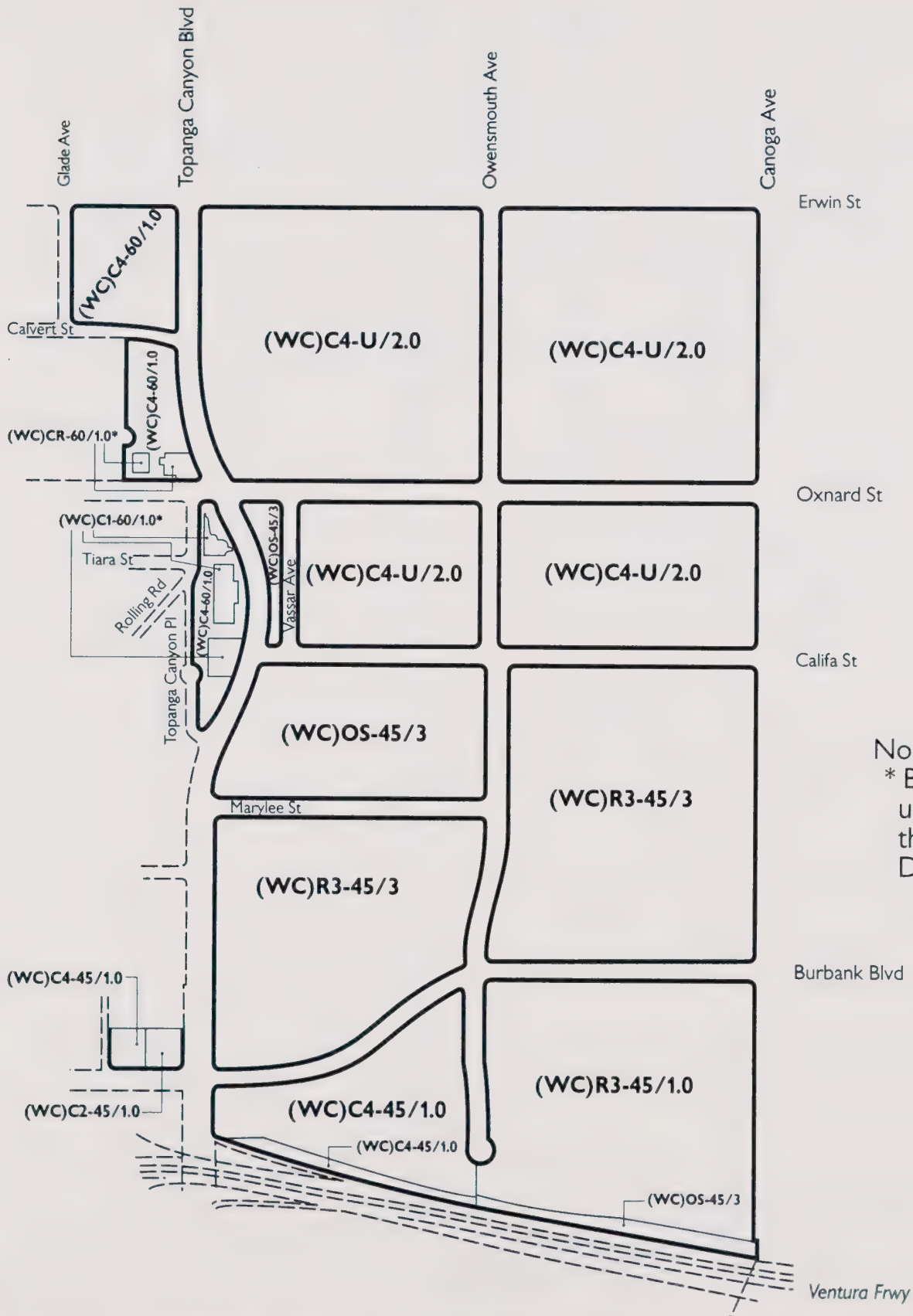
Warner Center Specific Plan



Warner Center Specific Plan

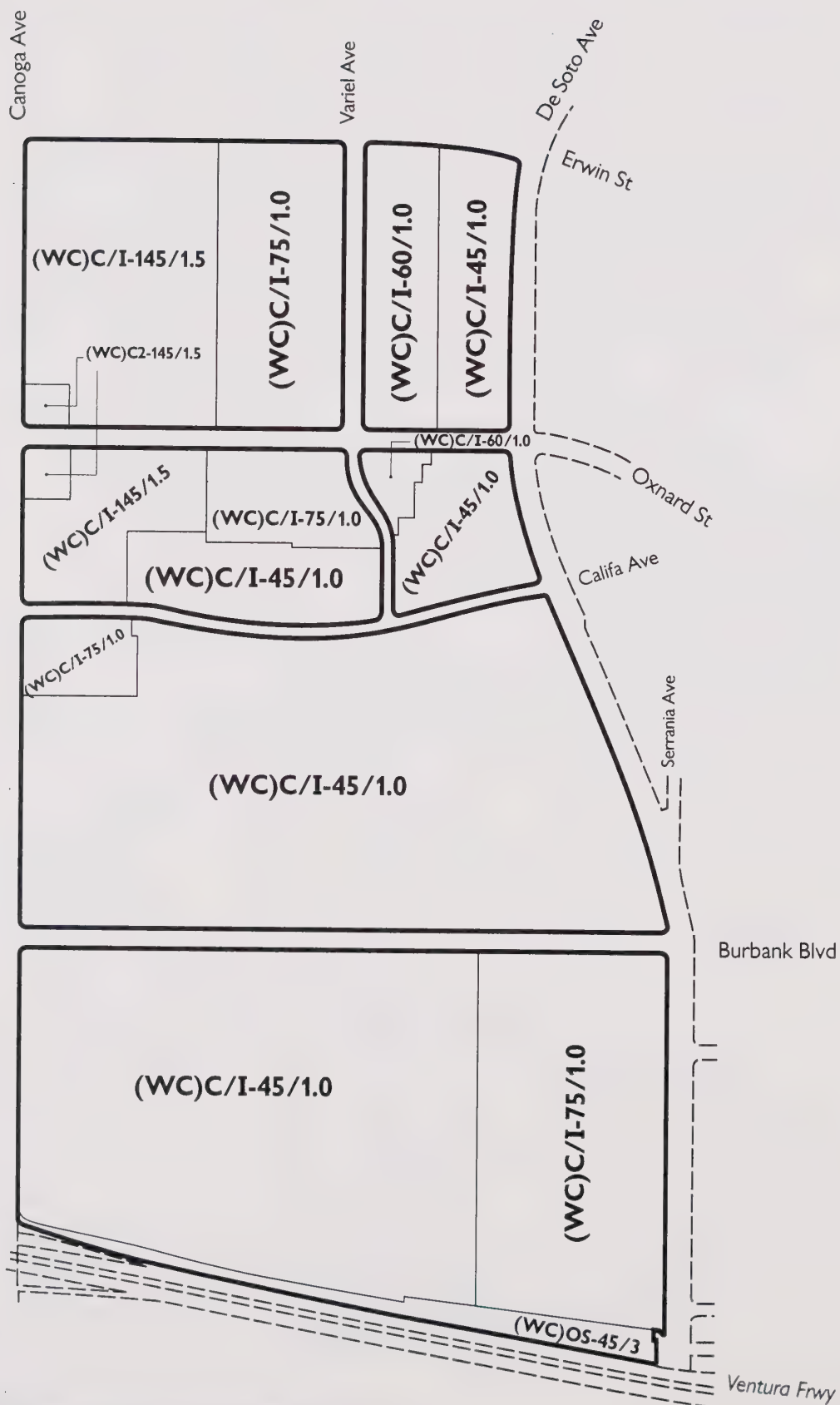


Warner Center Specific Plan

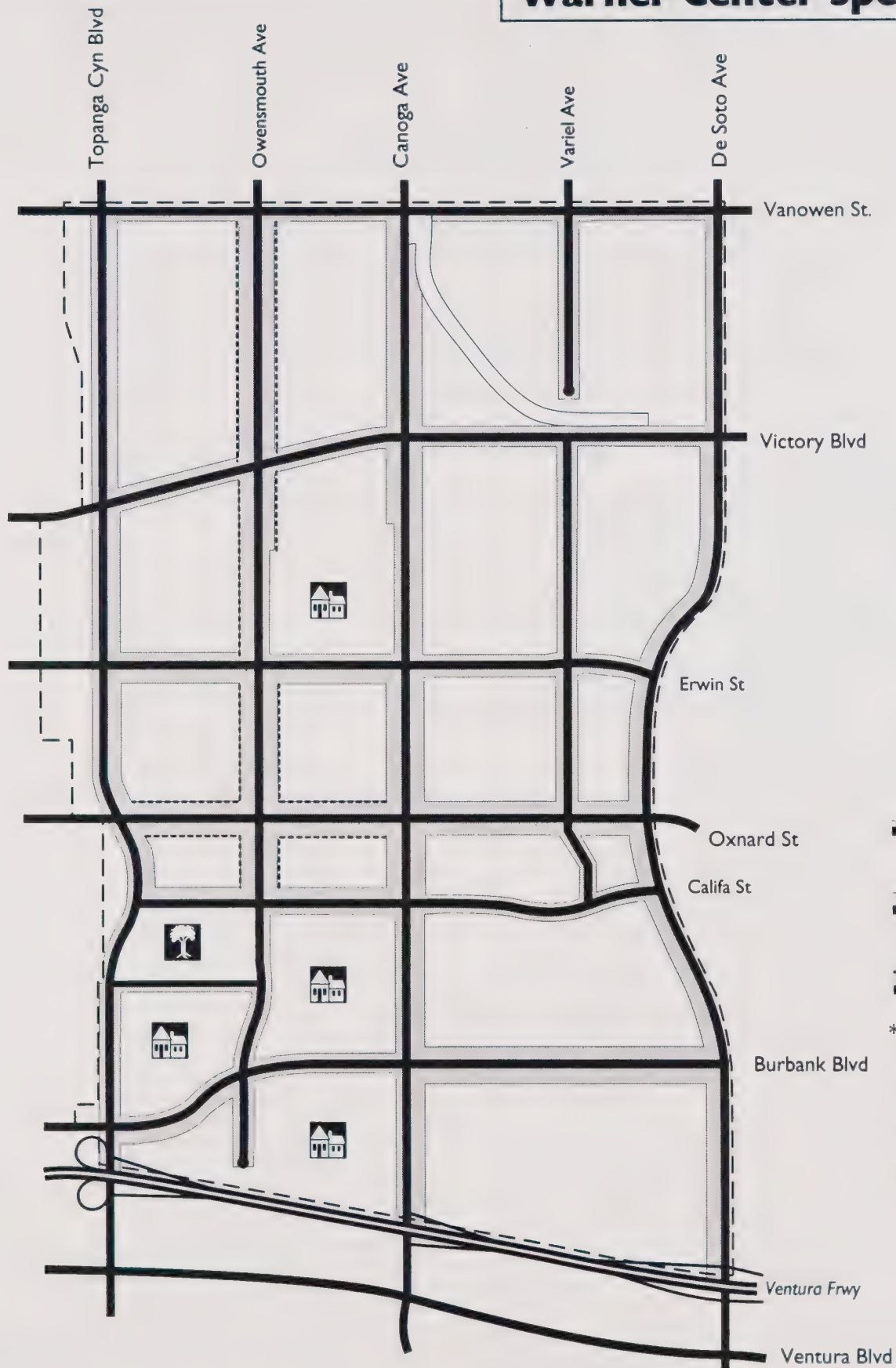


Note:
* Boundary unchanged from that shown on District Maps

Warner Center Specific Plan



Warner Center Specific Plan



Residential



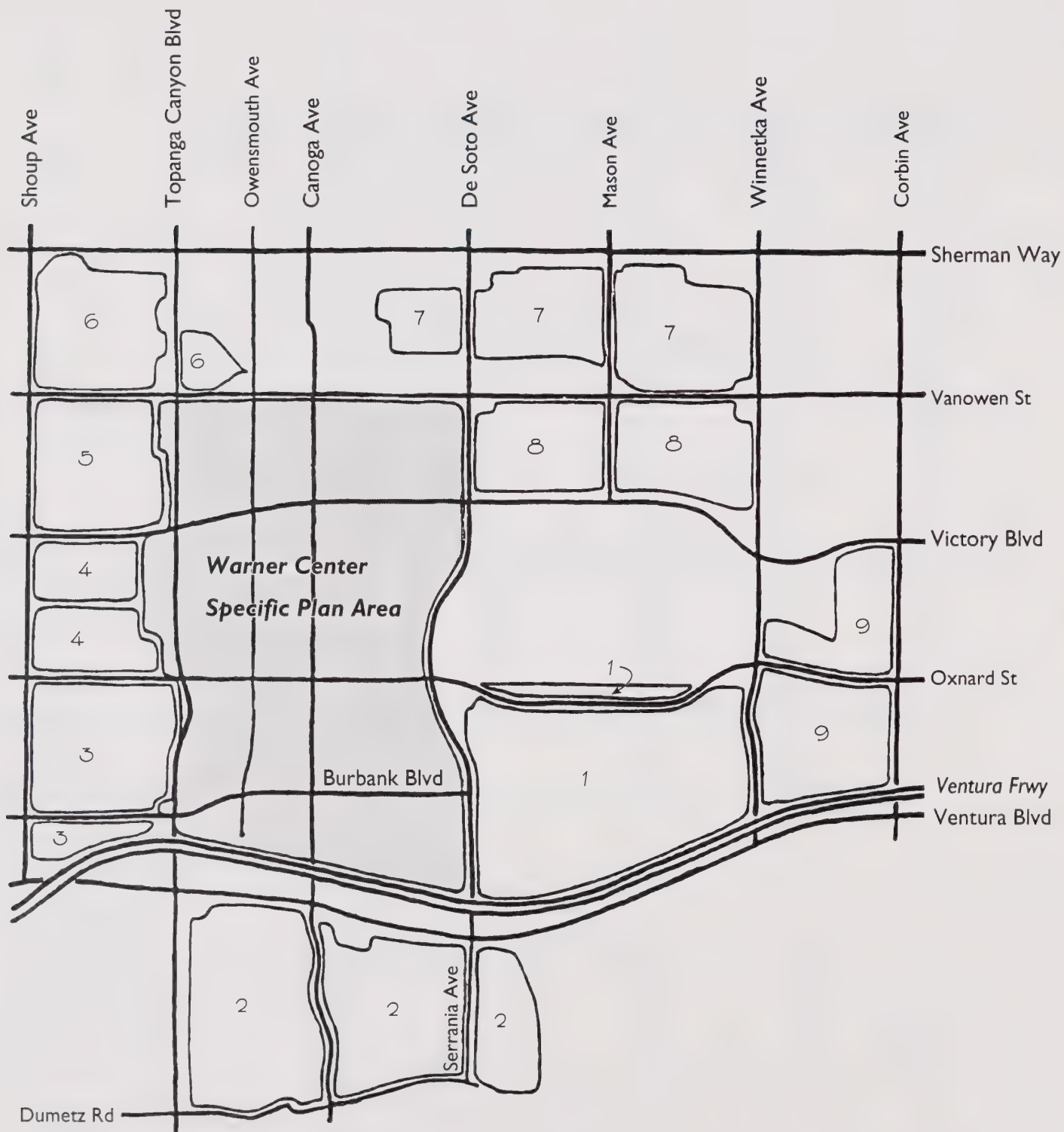
25' Setback

40' Setback

Pedestrian Serving*

* Pedestrian serving uses allowed to encroach into the 40' setback except for the front 25'. Height of encroachment not to exceed two stories and 35'.

Warner Center Specific Plan



Note: Neighborhood numbers are for identification purposes only

APPENDIX A

LIST OF TRANSPORTATION IMPROVEMENTS
Warner Center Specific Plan

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APPENDIX A

LIST OF TRANSPORTATION IMPROVEMENTS
Warner Center Specific Plan

A. Transportation Demand Management (TDM)

1. Average Vehicle Ridership (AVR) Standards

The following summarizes the minimum AVR targets established for this Specific Plan for each of the four Phases of Development:

Phase	AVR Standards
Phase I	1.50 overall for all new development within Warner Center; 1.30 overall average for all development within Warner Center (including existing development)
Phase II	1.65 overall for all new development within Warner Center; 1.45 overall average for all development within Warner Center (including existing development)
Phase III	1.80 overall for all new development within Warner Center; 1.60 overall average for all development within Warner Center (including existing development)
Phase IV	2.00 overall for all new development within Warner Center; 1.75 overall average for all development within Warner Center (including existing development)

2. **Transportation Management Organization (TMO) Administrative Costs**¹ - In all four Phases, provide TDM program support funding to a Warner Center Transportation Management Organization (TMO) to support the development and implementation of a Warner Center TDM/ridesharing program for the purpose of achieving the AVR standards established in this Specific Plan. All employers, regardless of size, shall be required to: (1) make a minimum financial contribution to a transportation management organization (TMO), as determined by the Department of Transportation; and (2) submit an annual TDM Status Report pursuant to Section 11 J 2 of this Specific Plan.
3. **Child Care Facility Incentives**² - Provisions of Section 14 of this Ordinance are intended to encourage the availability of quality child care facilities to serve the employees in this Specific Plan area. These provisions include a Child Care Facility Requirement for Transit Station (Section 14 G).
4. **Parking Caps** - In each of the four Phases, establish a maximum cap on allowable single occupancy vehicle (SOV) parking provided for office developments, applicable to both new and existing development, to support the TDM/transit goals.
5. **Other TDM Incentives** - Throughout all four Phases, provide funding for development and implementation of a variety of TDM programs to encourage and provide incentives for ridesharing and transit use in, to and from the Warner Center area. Examples of these types of programs include rideshare promotion, vanpool and transit incentives (such as transit shelters), guaranteed ride home service, carpool matching, and other services to assist employees with commute options other than single-occupant vehicles.

¹ No funding by the TIA Fee.

² No funding by the TIA Fee.

B. Transit/TDM Improvements

PHASE I

- a. **Transit Improvements** - Develop and implement a variety of transit improvements, including shuttle bus services to Intercept Parking facilities, commuter express bus service to/from Warner Center, an internal shuttle bus system within Warner Center, and expanded local circulator bus service within the west San Fernando Valley area.
 1. DASH shuttle system - Develop and implement an internal shuttle bus system providing local circulation within Warner Center and immediately adjacent areas.
 2. Local circulator bus system - Expand local bus services within the western San Fernando Valley, particularly between residential neighborhoods and Warner Center.
 3. Commuter express bus system - Develop and implement a long-distance commuter express/shuttle bus system, providing commuter express services between Warner Center and various residential areas, particularly in corridors not well served by other transit improvements included in this Specific Plan.
 4. Canoga north/south commuter shuttle - Establish commuter shuttle service, potentially using small buses or vans, between the Chatsworth commuter rail station and Intercept Parking lot and Warner Center, along an alignment paralleling Canoga Avenue.
- b. Intercept Parking Facilities³ - Develop and implement Intercept Parking facilities (remote parking lots located along transit and/or other HOV corridors) to serve as formation points for carpools, vanpools, potential shuttle services, etc.
 1. Ventura Freeway west.
 2. 118 Freeway vicinity.

PHASE II

- a. **Transit Improvements**
 1. DASH shuttle system - Expand the internal shuttle bus system providing local circulation within Warner Center and immediately adjacent areas provided in Phase I.
 2. Local circulator bus system - Expand the western San Fernando Valley local bus services provided in Phase I.
 3. Commuter express bus system - Expand the commuter express long-distance bus system implemented in Phase I.
 4. Canoga north/south transit⁴ - Expand transit service along formation points for carpools, vanpools, potential shuttle service along the Canoga Corridor between the Chatsworth commuter rail station and Warner Center, either via increased bus shuttle services or construction of rail transit.
 5. Victory/Canoga commuter station - Construct a commuter station in the vicinity of the intersection of Victory Boulevard and Canoga Avenue, and in proximity to the Los Angeles County Metropolitan Transportation Authority's (LACMTA) railroad right-of-way, serving the Canoga north/south transit system and the various external and internal bus services in Warner Center. This station shall be linked with the Core Subarea via an internal shuttle system.
- b. Intercept Parking Facilities⁵ - Expand Intercept Parking facilities provided in Phase I and/or develop new facilities at locations approved by the Department of Transportation.

³ No funding by the TIA Fee.

⁴ The Specific Plan Transportation Improvement and Management Program "Without Base Regional" (see Table 4E) assumes purchases of the Canoga right-of-way without funding by the TIA Fee.

⁵ No funding by the TIA Fee.

- c. High Occupancy Vehicle (HOV) Facilities - Ventura Freeway west⁶ - Provide HOV lanes along the Ventura Freeway west between Warner Center area and the Calabasas, Agoura and Westlake Village areas.

PHASE III

a. Transit Improvements

1. DASH shuttle system - Expand the internal shuttle bus system providing local circulation within Warner Center and immediately adjacent areas provided in Phases I and II.
2. Local circulator bus system - Expand the local bus services provided in Phases I and II.
3. Commuter express bus system - Expand the long-distance commuter express bus system implemented in Phases I and II.
4. Canoga north/south transit⁷ - Expand transit service along the Canoga Corridor between the Chatsworth Commuter rail station and Warner Center begun in Phases I and II, either via increased bus shuttle services or construction of rail transit.
5. East/west rail line⁸ - Begin construction of the proposed east/west rail line between the planned Metro Red Line in North Hollywood and Warner Center, as either of the two alternative proposals under consideration by the LACMTA (i.e., either as a subway extension of the Red Line along the Burbank Branch right-of-way or as an aerial technology along the Ventura Freeway). Regardless of the alternative selected, the rail line should be aligned to directly serve the Core Subarea. (Construction of this improvement not anticipated to be completed until Phase IV.)
6. Oxnard/Canoga/Owensmouth commuter station⁹ - Begin construction of a multi-modal commuter station, including a child care facility within 1,500 feet from the portal of the station, in the Warner Center Core Subarea in the vicinity of Oxnard Street/Canoga Avenue/Owensmouth Avenue, serving the east/west rail line and various bus services. (Construction of this improvement not anticipated to be completed until Phase IV.)

- b. Intercept Parking Facilities¹⁰ - Expand Intercept Parking facilities provided in Phases I and II and/or develop new facilities at locations approved by the Department of Transportation.

c. High Occupancy Vehicle (HOV) Facilities¹¹

1. Ventura Freeway Corridor east - Begin implementation of HOV lanes serving the Ventura Corridor easterly to the 405 Freeway, either along the Ventura Freeway, Victory Boulevard or the Burbank Branch right-of-way (depending upon which alignment is ultimately selected for the east/west rail line). (Construction of this improvement not anticipated to be completed until Phase IV.)
2. Canoga or Topanga Canyon north - Provide HOV lanes to connect Warner Center with the Simi Valley Freeway HOV lanes proposed in the Los Angeles County Metropolitan Transportation Authority (LACMTA) 30-year Integrated Transportation Plan, along either the Canoga Avenue or Topanga Canyon Boulevard alignments.

⁶ No funding by the TIA Fee. (See Table 4E.)

⁷ See Footnote No. 4.

⁸ No funding by the TIA Fee. (See Table 4E.)

⁹ No funding by the TIA Fee. (See Table 4E.)

¹⁰ No funding by the TIA Fee.

¹¹ No funding by the TIA Fee. (See Table 4E.)

PHASE IV

a. Transit Improvements

1. DASH shuttle system - Expand the internal shuttle bus system providing local circulation within Warner Center and immediately adjacent areas provided in Phases I, II and III.
 2. Local circulator bus system - Expand the local bus services provided in Phases I, II and III, with particular emphasis on providing feeder bus services between western San Fernando Valley communities and the proposed east/west rail line in Warner Center.
 3. Commuter express bus system - Expand the long-distance commuter express bus system implemented in Phases I, II and III.
 4. Canoga north/south transit ¹² - Expand transit service along the Canoga Corridor between the Chatsworth commuter rail station and Warner Center begun in Phases I, II and III, either via increased bus shuttle services or construction of rail transit.
 5. East/west rail line ¹³ - Complete construction (begun in Phase III) of the proposed east/west rail line between the planned Metro Red Line in North Hollywood and Warner Center.
 6. Oxnard/Canoga/Owensmouth commuter station ¹⁴ - Complete construction (begun in Phase III) of a multi-modal commuter station in the Warner Center Core Subarea in the vicinity of Oxnard Street/Canoga Avenue/Owensmouth Avenue, serving the east/west rail line and various bus services. (If the east/west rail line cannot be aligned to directly serve the Core Subarea, any alternate commuter station site shall not be deemed completed until it becomes operational and linked with the Core via an internal shuttle system.)
 7. Shuttle service from Intercept Parking facilities to east/west rail line ¹⁵ - Provide shuttle bus services between the proposed east/west rail line in Warner Center and Intercept Parking facilities.
- b. Intercept Parking Facilities - Expanded or new facilities for east/west rail line ¹⁶ - Construct expanded or new Intercept Parking facilities with shuttle bus services to the proposed east/west rail line in Warner Center.
- c. High-Occupancy Vehicle (HOV) Facilities - Ventura Corridor east ¹⁷ - Complete implementation (begun in Phase III) of HOV lanes serving the Ventura Corridor easterly to the 405 Freeway, either along the Ventura Freeway, Victory Boulevard or the Burbank Branch right-of-way (depending upon which alignment is ultimately selected for the east/west rail line).

C. Transportation System Management (TSM) (all in PHASE I)

- a. ATSC System - Implementation of automated traffic surveillance and control (ATSAC) system throughout Warner Center area.
- b. Other Traffic Signal Improvements
1. Burbank Boulevard and U.S. 101 westbound on-ramp - Install traffic signal.
 2. De Soto Avenue and Califa Street - Install traffic signal.

¹² See Footnote No. 4.

¹³ No funding by the TIA Fee. (See Table 4E.)

¹⁴ Oxnard/Canoga/Owensmouth commuter station

¹⁵ No funding by the TIA Fee. (See Tables 3 and 4D.)

¹⁶ No funding by the TIA Fee.

¹⁷ No funding by the TIA Fee. (See Table 4E.)

3. Other traffic signal improvements as required.

c. Channelization and Striping

1. Burbank Boulevard between Topanga Canyon Boulevard and U.S. 101 westbound on-ramp - Stripe to provide for third westbound traffic lane, terminating as a forced left-turn lane at the on-ramp.
2. Oxnard Street between Topanga Canyon Boulevard and Canoga Avenue - Stripe to provide for six traffic lanes.
3. Other channelization and striping as required.

d. On-Street Parking Prohibition

1. De Soto Avenue between Victory Boulevard and Vanowen Street - Prohibit along both sides to provide for six through traffic lanes.
2. Topanga Canyon Boulevard between Burbank Boulevard and Vanowen Street - Prohibit along both sides to provide for third southbound through traffic lane.
3. Vanowen Street between Topanga Canyon Boulevard and De Soto Avenue - Prohibit along north side to provide for third westbound through traffic lane (also see Section E-I-4 below).

D. Street Improvements

PHASE I

a. Street Widening Within the Specific Plan Area

1. Canoga Avenue

- (a) between Victory Boulevard and Vanowen Street - upgrade and widen from Secondary Highway to Major Highway standards to provide for six through traffic lanes.
- (b) under the U.S. 101 bridge - widen to provide for six through traffic lanes.

2. De Soto Avenue

- (a) between the U.S. 101 westbound ramps and Victory Boulevard - upgrade and widen from Major Highway to Super Major Highway standards to provide for eight through traffic lanes.
 - (b) under the U.S. 101 bridge - widen to provide for third northbound through traffic lane.
 - (c) on the Los Angeles River bridge - widen to provide for six through traffic lanes.
 - (d) between the U.S. 101 Freeway and Oxnard Street (approximately) - construct a landscaped soundwall along the east side of De Soto Avenue where De Soto is to be widened adjacent to existing residential development.
3. Oxnard Street between Canoga Avenue and De Soto Avenue - Upgrade and widen from Secondary Highway to Major Highway standards to provide for six through traffic lanes.
 4. Vanowen Street between Topanga Canyon Boulevard and De Soto Avenue - upgrade and widen from Secondary Highway to Major Highway standards to provide for six through traffic lanes (also see Section D-d-3 above.)
 5. Route 101 (Ventura) Freeway Westbound On-Ramp from Burbank Boulevard - widen to provide two traffic lanes through the ramp meter.
 6. Victory Boulevard between Topanga Canyon Boulevard and De Soto Avenue - upgrade and widen from Major Highway to Super Major Highway standards to provide for eight through traffic lanes.

b. Intersection Flaring Within the Specific Plan Area - Additional intersection approach widenings or reconstruction at the following locations, as required (see August 1992 Transportation Study, Appendix H):*

1. Topanga Canyon Boulevard/Vanowen Street
2. Topanga Canyon Boulevard/Victory Boulevard
3. Topanga Canyon Boulevard/Erwin Street
4. Topanga Canyon Boulevard/Oxnard Street
5. Topanga Canyon Boulevard/Burbank Boulevard
7. Burbank Boulevard/U.S. 101 Westbound On-Ramp
8. Canoga Avenue/Vanowen Street
9. Canoga Avenue/Victory Boulevard
10. Canoga Avenue/Erwin Street
11. Canoga Avenue/Oxnard Street
12. Canoga Avenue/Burbank Boulevard
13. Canoga Avenue/U.S. 101 Westbound Ramps
14. Canoga Avenue/U.S. 101 Eastbound Ramps
16. De Soto Avenue/Vanowen Street
17. De Soto Avenue/Victory Boulevard
18. De Soto Avenue/Erwin Street
19. De Soto Avenue/Oxnard Street
20. De Soto Avenue/Burbank Boulevard
21. De Soto Avenue/U.S. 101 Westbound Ramps
22. De Soto Avenue/U.S. 101 Eastbound Ramps
26. Owensmouth Avenue/Burbank Boulevard
30. De Soto Avenue/Califa Street

c. Street/Intersection Improvements Outside the Specific Plan Area. Provide for the street and intersection improvements outside of Specific Plan area, as specified on Pages 4-83 through 4-87 in Chapter 4.B.3a of the Final Environmental Impact Report for the Warner Center Specific Plan.

PHASE II - New Freeway Ramps at the Ventura Freeway/Topanga Canyon Boulevard Interchange

1. U.S. 101 eastbound to Topanga Canyon Boulevard northbound - construct a new flyover off-ramp, merging with Topanga Canyon north of Burbank Boulevard.
2. Topanga Canyon Boulevard southbound to U.S. 101 westbound - construct a new flyover on-ramp.

PHASE III - New Freeway Ramp and Grade Separation

1. Ventura Freeway/Canoga Avenue Interchange

Construct a new eastbound off-ramp at Canoga Avenue, intersecting Canoga opposite the existing eastbound on-ramp.

2. Topanga Canyon Boulevard/Victory Boulevard Grade Separation

- (a) Construct standard urban interchange with Topanga Canyon Boulevard through traffic going underneath Victory Boulevard below grade. Victory Boulevard to remain at-grade with turns between Topanga Canyon and Victory Boulevards accomplished via connecting ramps.
- (b) Widen Topanga Canyon Boulevard for up to approximately 1,500 feet on either side of Victory Boulevard (500-foot at-grade horizontal transition section for merging the connector ramps and through lanes, 700-foot vertical transition section, and 300 feet at the lower level with connecting ramp turn lanes potentially overhanging the lower level). A total estimated right-of-way width of approximately 142 feet may be required along the affected sections of Topanga Canyon Boulevard, potentially requiring additional right-of-way widths of about 42 feet north of and 38 feet south of Victory Boulevard. (Precise specifications and right-of-way requirements to be determined during the design process.)
- (c) Due to the proximity of the Topanga Canyon Boulevard/Erwin Street intersection to the grade separation, restrict Erwin Street to right-turn-in/right-turn-out traffic movements only at Topanga Canyon Boulevard, and remove the existing traffic signal.

* Numerical sequence of listed intersections correspond to those described in Appendix H of the Transportation Study.

PHASE IV - New Freeway Ramps at the Ventura Freeway/Fallbrook Avenue Interchange. Construct a new diamond interchange at Fallbrook Avenue.

E. Residential Neighborhood Protection Program

Develop and implement (in Phase I) and maintain (in Phases II, III, and IV) neighborhood traffic protection plans for the nine residential neighborhoods in areas surrounding Warner Center shown on Map No. 5 in Subsection K of Section 11 of this Specific Plan.

TABLE 3
TRANSPORTATION IMPROVEMENTS
Warner Center Specific Plan

COMPONENT	PHASE I	PHASE II	PHASE III	PHASE IV
Non-Residential Development	21.5 MSF without BDR	26.5 MSF with BDR	31.5 MSF with BDR	35.7 MSF with BDR
LOS Standard (Year 1990 Base)	LOS E; 8 of 27 substandard (8 @ F)	LOS E; 8 of 27 substandard (8 @ F)	LOS E; 8 of 27 substandard (8 @ F)	LOS E; 8 of 27 substandard (8 @ F)
Home-Work AVR Standard	1.50 for new development 1.30 overall WC average	1.65 for new development 1.45 overall WC average	1.80 for new development 1.60 overall WC average	2.00 for new development 1.75 overall WC average
Regulation XV Assumption	≥ 50 employees; AVR goal met by new development, not met by existing development	≥ 50 employees; AVR goal exceeded by new development, not met by existing development	≥ 50 employees; AVR goal exceeded by new development, met by existing development	≥ 50 employees; AVR goal exceeded by new and existing development
Parking Requirements (Spaces per 1,000 SF General Office)	See Specific Plan Ordinance Table 1 (Section 11 A 4)			
Intercept Parking Facilities ^[a]	101 Fwy. west 118 Fwy. vicinity	Expanded or new facilities	Expanded or new facilities	Expanded or new facilities for E/W rail line (with shuttle)
HOV Facilities ^[a]		101 Fwy. west	Canoga <u>OR</u> Topanga Canyon 101 Fwy. east <u>OR</u> Victory <u>OR</u> Burbank Branch ROW (latter two with connection to 101 Fwy. west on Topanga or De Soto)	

^a No funding by the TIA Fee.

TABLE 3 (Cont.)

TRANSPORTATION IMPROVEMENTS
Warner Center Specific Plan

COMPONENT	PHASE I	PHASE II	PHASE III	PHASE IV
Transit Improvements	<ul style="list-style-type: none"> •Canoga N/S commuter shuttle •Internal DASH shuttle and stops •Long-distance commuter express ^[b] •Local shuttle 	<ul style="list-style-type: none"> •Canoga N/S transit ^[b] •Victory/Canoga commuter station for N/S transit •Long-distance commuter express ^[b] •Local shuttle 	<ul style="list-style-type: none"> •E/W rail line (subway along Burbank Branch ROW OR aerial along 101 Fwy.) ^[c] •Oxnard/Canoga/Owensmouth station for E/W rail line ^[d] •Long-distance commuter express ^[b] •Local shuttle 	<ul style="list-style-type: none"> •Intercept parking shuttle to E/W rail line ^[e] •West SFV local feeder bus service to E/W rail line •Long-distance commuter express ^[b] •Local shuttle
Street Improvements	<ul style="list-style-type: none"> •WC street improvements •WC cumulative mitigations 	<ul style="list-style-type: none"> •101 Fwy./Topanga ramps 	<ul style="list-style-type: none"> •Victory/Topanga grade separation •101 Fwy./Canoga ramp 	<ul style="list-style-type: none"> •101 Fwy./Fallbrook ramps
Neighborhood Protection Program	Implemented	Maintained	Maintained	Maintained

Definitions:

AVR = Average Vehicle Ridership
BDR = Basic Development Right
E/W = East/West
HOV = High Occupancy Vehicle

LOS = Level of Service
MSF = Million Square Feet
N/S = North/South
ROW = Right of Way

SF = Square Feet
SFV = San Fernando Valley
SOV = Single Occupancy Vehicle
WC = Warner Center

^b TIA Fee funding for capital costs only.

^c Regardless of the alternative selected, the rail line alignment should directly serve the Warner Center Core Subarea. Construction of this improvement not anticipated to be completed until Phase IV. No funding by the TIA Fee.

^d Construction of the Oxnard/Canoga/Owensmouth commuter station not anticipated to be completed until Phase IV.

^e No funding by the TIA Fee.

TABLE 4A

ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASE I
Warner Center Specific Plan

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
TDM/TRANSIT PROGRAM										
TMO Administrative Costs	[a]									[a]
Canoga North/South Shuttle [b]:										
Capital Cost	0.20	0%	0.00	100%	0.20	74%	0.15	26%	25%	0.05
O & M Subsidy [c]	1.30	100%	1.30	0%	0.00	74%	0.00	26%	0%	0.00
Commuter Express & Local Circulator Bus System [d]:										
Capital Cost	6.30	60%	3.78	40%	2.52	74%	1.86	26%	10%	0.66
O & M Subsidy [c]	40.95	100%	40.95	0%	0.00	74%	0.00	26%	0%	0.00
Internal DASH Shuttle System [e]:										
Capital Cost	0.98	0%	0.00	100%	0.98	74%	0.73	26%	26%	0.25
O & M Subsidy [c]	2.45	100%	2.45	0%	0.00	74%	0.00	26%	0%	0.00
Intercept Parking Facilities	[f]									[f]
Subtotal: TDM/Transit	52.18	93%	48.48	7%	3.70	74%	2.74	26%	2%	0.96
STREET IMPROVEMENT PROGRAM										
TSM Action [g]	0.32	0%	0.00	100%	0.32	9%	0.03	91%	91%	0.29
Street Widening:										
Capital Cost	29.46	0%	0.00	100%	29.46	10%	3.06	90%	90%	26.40
ROW Cost	22.69	0%	0.00	100%	22.69	17%	3.76	83%	83%	18.93
Intersections:										
Capital Cost	2.10	0%	0.00	100%	2.10	8%	0.17	92%	92%	1.93
ROW Cost	3.32	0%	0.00	100%	3.32	9%	0.31	91%	91%	3.01
Cumulative Mitigations [h]:										
Capital Cost	6.75	67%	4.52	33%	2.23	73%	1.63	27%	9%	0.60
ROW Cost	2.96	65%	1.93	35%	1.03	74%	0.76	26%	9%	0.27
Subtotal: Street Improvements	67.60	10%	6.45	90%	61.15	16%	9.72	84%	76%	51.43
RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM	9.00	0%	0.00	100%	9.00	0%	0.00	100%	100%	9.00
OTHER ADMINISTRATIVE COSTS										
City Administrative/Restudy Costs[i]	0.69	0%	0.00	100%	0.69	0%	0.00	100%	100%	0.69
Subtotal: Other Administrative	0.69	0%	0.00	100%	0.69	0%	0.00	100%	100%	0.69
TOTAL PROGRAM COSTS	\$129.47	42%	\$54.93	58%	\$74.54	17%	\$12.46	83%	48%	\$62.08

TABLE 4A (Cont.)

ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASE I
Warner Center Specific Plan

Notes:

- a. TMO administrative costs to be funded via TMO membership fees, not trip fees.
- b. Assumes 5 years of 4-bus north/south shuttle bus system.
- c. No bus operating & maintenance (O&M) costs allocated to Warner Center trip fee program, pending determination of legal precedence for funding on-going operating costs with trip fees.
- d. Assumes 5 years of 126-bus commuter express & local circulator bus system (including private & increased SCRTD services).
- e. Assumes 5 years of 7-bus internal DASH shuttle bus system.
- f. Section 11 of proposed Specific Plan requires that individual developers either provide intercept parking facilities or pay a separate in-lieu fee for same. Thus, cost of intercept parking facilities is not included in trip fee.
- g. Costs for specified TSM actions only; costs for unspecified other signal, channelization & striping improvements included in Intersection Improvement costs.
- h. Cumulative mitigation measures identified in Warner Center Specific Plan EIR.
- i. One-quarter of estimated 20-year City administrative/restudy cost assigned to Phase I.

*All cost estimates in 1992 dollars.

TABLE 4B

ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASE I & II CUMULATIVE TOTAL
Warner Center Specific Plan

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
TDM/TRANSIT PROGRAM										
TMO Administrative Costs	[a]									[a]
Canoga North/South Shuttle [b]:										
Capital Cost	0.45	0%	0.00	100%	0.45	63%	0.28	37%	38%	0.17
O & M Subsidy [c]	2.93	100%	2.93	0%	0.00	63%	0.00	37%	0%	0.00
ROW Cost	22.00	75%	16.50	25%	5.50	0%	0.00	100%	25%	5.50
Commuter Express & Local Circulator Bus System [d]:										
Capital Cost	14.20	60%	8.52	40%	5.68	63%	3.58	37%	15%	2.10
O & M Subsidy [c]	92.30	100%	92.30	0%	0.00	63%	0.00	37%	0%	0.00
Internal DASH Shuttle System [e]:										
Capital Cost	1.96	0%	0.00	100%	1.96	63%	1.23	37%	37%	0.73
O & M Subsidy [c]	4.90	100%	4.90	0%	0.00	63%	0.00	37%	0%	0.00
Intercept Parking Facilities	[f]									[f]
Commuter Bus Stations: Victory/Canoga [g]	0.50	0%	0.00	100%	0.50	63%	0.31	37%	38%	0.19
HOV Facilities [h]: Ventura Corridor West	58.00	92%	53.36	8%	4.64	63%	2.92	37%	3%	1.72
Subtotal: TDM/Transit	197.24	91%	178.51	9%	18.73	44%	8.32	56%	5%	10.41
STREET IMPROVEMENT PROGRAM										
TSM Actions [i]	0.32	0%	0.00	100%	0.32	3%	0.01	97%	97%	0.31
Street Widening:										
Capital Cost	29.46	0%	0.00	100%	29.46	8%	2.42	92%	92%	27.04
ROW Cost	22.69	0%	0.00	100%	22.69	13%	2.86	87%	87%	19.83
New Ramps [j]:										
Capital Cost	35.25	23%	8.11	77%	27.14	0%	0.00	100%	77%	27.14
ROW Cost	1.59	23%	0.37	77%	1.22	0%	0.00	100%	77%	1.22
Intersections:										
Capital Cost	2.10	0%	0.00	100%	2.10	7%	0.15	93%	93%	1.95
ROW Cost	3.32	0%	0.00	100%	3.32	7%	0.24	93%	93%	3.08
Cumulative Mitigation [k]:										
Capital Cost	6.75	65%	4.42	35%	2.33	64%	1.50	36%	12%	0.83
ROW Cost	2.96	64%	1.89	36%	1.07	63%	0.67	37%	14%	0.40
Subtotal: Street Improvements	104.44	14%	14.79	86%	89.65	9%	7.85	91%	78%	81.80
RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM	9.00	0%	0.00	100%	9.00	0%	0.00	100%	100%	9.00

TABLE 4B (Cont.)

**ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASE I & II CUMULATIVE TOTAL
Warner Center Specific Plan**

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
OTHER ADMINISTRATIVE COSTS										
City Administrative/Restudy Costs [1]	1.37	0%	0.00	100%	1.37	0%	0.00	100%	100%	1.37
Subtotal: Other Administrative	1.37	0%	0.00	100%	1.37	0%	0.00	100%	100%	1.37
TOTAL PROGRAM COSTS	\$312.05	62%	\$193.30	38%	\$118.75	14%	\$16.17	86%	33%	\$102.58

Notes:

- a. TMO administrative costs to be funded via TMO membership fees, not trip fees.
- b. Assumes 5 years of 4-bus & 5 years of 5-bus north/south shuttle bus system. Also assumes continues in Phase II as expanded shuttle bus service, not rail line.
- c. No bus operating & maintenance (O & M) costs allocated to Warner Center trip fee program, pending determination of legal precedence for funding on-going operating costs with trip fees.
- d. Assumes 5 years of 126-bus & 5 years of 158-bus commuter express & local circulator bus system (including private & increased SCRTD services).
- e. Assumes 10 years of 7-bus internal DASH shuttle bus system.
- f. Section 11 of proposed Specific Plan requires that individual developers either provide intercept parking facilities or pay a separate in-lieu fee for same. Thus, cost of intercept parking facilities is not included in trip fee.
- g. Cost for multi-modal commuter station serving Canoga north/south transit system and various bus services.
- h. Estimated based on LACTC cost estimates for various proposed HOV facilities.
- i. Costs for specified TSM actions only; costs for unspecified other signal, channelization & striping improvements included in intersection improvement costs.
- j. Estimated cost for new ramps at 101/Topanga interchange. The proposed Topanga Canyon Boulevard/U.S. 101 Freeway interchange improvement requires detailed engineering analysis to finalize the projected capital and right-of-way costs. The Trip Fee will be modified when this information is available and agreed upon.
- k. Cumulative mitigation measures identified in Warner Center Specific Plan EIR.
- l. One-half of estimated 20-year City administrative/restudy cost assigned to Phases I & II cumulative total.

*All cost estimates in 1992 dollars.

TABLE 4C

**ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASE I - III CUMULATIVE TOTAL
Warner Center Specific Plan**

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
TDM/TRANSIT PROGRAM										
TMO Administrative Costs	[a]									[a]
East/West Rail Line [b]: Core Area Rail Station [c]: (Oxnard/Canoga/Owensmouth)	102.00	45%	45.90	55%	56.10	54%	30.29	46%	25%	25.81
Canoga North/South Transit [d]:										
Capital Cost	0.70	0%	0.00	100%	0.70	54%	0.38	46%	46%	0.32
O & M Subsidy [e]	4.55	100%	4.55	0%	0.00	54%	0.00	46%	0%	0.00
ROW Cost	22.00	75%	16.50	25%	5.50	0%	0.00	100%	25%	5.50
Commuter Express & Local Circulator Bus System [f]:										
Capital Cost	23.60	60%	14.16	40%	9.44	54%	5.10	46%	18%	4.34
O & M Subsidy [e]	153.40	100%	153.40	0%	0.00	54%	0.00	46%	0%	0.00
Internal DASH Shuttle System [g]:										
Capital Cost	2.94	0%	0.00	100%	2.94	54%	1.59	46%	46%	1.35
O & M Subsidy [e]	7.35	100%	7.35	0%	0.00	54%	0.00	46%	0%	0.00
Bus Services to East/West Rail Line	[h]									[h]
Intercept Parking Facilities	[i]									[i]
Commuter Bus Stations: Victory/Canoga [j]	0.50	0%	0.00	100%	0.50	56%	0.28	44%	44%	0.22
HOV Facilities [k]:										
Canoga or Topanga North	34.00	68%	23.12	32%	10.88	54%	5.88	46%	15%	5.00
Ventura Corridor West	58.00	90%	52.20	10%	5.80	54%	3.13	46%	5%	2.67
Ventura Corridor East	37.00	87%	32.19	13%	4.81	54%	2.60	46%	6%	2.21
Subtotal: TDM/Transit	446.04	78%	349.37	22%	96.67	51%	49.25	49%	11%	47.42
STREET IMPROVEMENT PROGRAM										
TSM Action [l]	0.32	0%	0.00	100%	0.32	3%	0.01	97%	97%	0.31
Street Widening:										
Capital Cost	29.46	0%	0.00	100%	29.46	8%	2.33	92%	92%	27.13
ROW Cost	22.69	0%	0.00	100%	22.69	12%	2.66	88%	88%	20.03
Grade Seps & New Ramps [m]:										
Capital Cost	51.51	28%	14.36	72%	37.15	0%	0.00	100%	72%	37.15
ROW Cost	8.15	31%	2.49	69%	5.66	0%	0.00	100%	69%	5.66
Intersections:										
Capital Cost	2.20	0%	0.00	100%	2.20	6%	0.14	94%	94%	2.06
ROW Cost	3.32	0%	0.00	100%	3.32	7%	0.22	93%	93%	3.10
Cumulative Mitigations [n]:										
Capital Cost	6.75	64%	4.31	36%	2.44	56%	1.37	44%	16%	1.07
ROW Cost	2.96	62%	1.83	38%	1.13	53%	0.60	47%	18%	0.53
Subtotal: Street Improvements	127.36	18%	22.99	82%	104.37	7%	7.33	93%	76%	97.04

TABLE 4C (Cont.)

**ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASES I - III CUMULATIVE TOTAL
Warner Center Specific Plan**

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM	9.00	0%	0.00	100%	9.00	0%	0.00	100%	100%	9.00
OTHER ADMINISTRATIVE COSTS										
City Administrative/Restudy Costs [o]	2.06	0%	0.00	100%	2.06	0%	0.00	100%	100%	2.06
Subtotal: Other Administrative	2.06	0%	0.00	100%	2.06	0%	0.00	100%	100%	2.06
TOTAL PROGRAM COSTS	\$584.46	64%	\$372.36	36%	\$212.10	27%	\$56.58	73%	27%	\$155.52

Notes:

- a. TMO administrative costs to be funded via TMO membership fees, not trip fees.
- b. Warner Center trip fees would contribute to construction of rail station(s) within Warner Center, but not to construction to remainder of rail line (latter assumed to be funded by regional sources).
- c. Cost for east/west rail station serving Warner Center Core subarea.
- d. Assumes 5 years of 4-bus & 10 years of 5-bus north/south shuttle bus system. Also assumes continues in Phases II & III as expanded shuttle bus service, not rail line.
- e. No bus operating & maintenance (O&M) costs allocated to Warner Center trip fee program, pending determination of legal precedence for funding on-going operating costs with trip fees.
- f. Assumes 5 years of 126-bus, 5 years of 158-bus & 5 years of 188-bus commuter express & local circulator bus system (including private & increased SCRTD services).
- g. Assumes 15 years of 7-bus internal DASH shuttle bus system.
- h. Shuttle bus service from intercept parking facilities & expanded local bus service to/from the east/west rail line in Warner Center for non-Warner Center generated passengers assumed to be responsibility of regional agency operating east/west rail line.
- i. Section 11 of proposed Specific Plan requires that individual developers either provide intercept parking facilities or pay a separate in-lieu fee for same. Thus, cost of intercept parking facilities is not included in trip fee.
- j. Cost for multi-modal commuter station serving Canoga north/south transit system and various bus services.
- k. Estimated based on LACTC cost estimates for various proposed HOV facilities. Assumes Ventura Corridor East HOV facility is not elevated above Ventura Freeway.
- l. Costs for specified TSM actions only; costs for unspecified other signal, channelization & striping improvements included in intersection improvement costs.
- m. Estimated cost for new ramps at 101/Topanga interchange, new ramp at 101/Canoga interchange & Victory/Topanga grade separation. The proposed Topanga Canyon Boulevard/U.S. 101 Freeway interchange improvement requires detailed engineering analysis to finalize the projected capital and right-of-way costs. The Trip Fee will be modified when this information is available and agreed upon.
- n. Cumulative mitigation measures identified in Warner Center Specific Plan EIR.
- o. Three-quarters of estimated 20-year City administrative/restudy cost assigned to Phases I-III cumulative total.

* All cost estimates in 1992 dollars.

TABLE 4D

ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASES I - IV CUMULATIVE TOTAL
Warner Center Specific Plan

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
TDM/TRANSIT PROGRAM										
TMO Administrative Costs	[a]									[a]
East/West Rail Line [b]: Core Area Rail Station [c]: (Oxnard/Canoga/Owensmouth)	102.00	45%	45.90	55%	56.10	49%	27.49	51%	28%	28.61
Canoga North/South Transit [d]:										
Capital Cost	1.00	0%	0.00	100%	1.00	49%	0.49	51%	51%	0.51
O & M Subsidy [e]	6.50	100%	6.50	0%	0.00	49%	0.00	51%	0%	0.00
ROW Cost	22.00	75%	16.50	25%	5.50	0%	0.00	100%	25%	5.50
Commuter Express & Local Circulator Bus System [f]:										
Capital Cost	32.35	60%	19.41	40%	12.94	49%	6.34	51%	20%	6.60
O & M Subsidy [e]	210.28	100%	210.28	0%	0.00	49%	0.00	51%	0%	0.00
Internal DASH Shuttle System [g]:										
Capital Cost	3.92	0%	0.00	100%	3.92	49%	1.92	51%	51%	2.00
O & M Subsidy [e]	9.80	100%	9.80	0%	0.00	49%	0.00	51%	0%	0.00
Bus Services to East/West Rail Line	[h]									[h]
Intercept Parking Facilities	[i]									[i]
Commuter Bus Stations: Victory/Canoga [j]	0.50	0%	0.00	100%	0.50	60%	0.30	40%	40%	0.20
HOV Facilities [k]:										
Canoga or Topanga North	34.00	66%	22.44	34%	11.56	49%	5.66	51%	17%	5.90
Ventura Corridor West	58.00	90%	52.20	10%	5.80	49%	2.84	51%	5%	2.96
Ventura Corridor East	37.00	87%	32.19	13%	4.81	49%	2.36	51%	7%	2.45
Subtotal: TDM/Transit	517.35	80%	415.22	20%	102.13	46%	47.40	54%	11%	54.73
STREET IMPROVEMENT PROGRAM										
TSM Action [l]	0.32	0%	0.00	100%	0.32	3%	0.01	97%	97%	0.31
Street Widening:										
Capital Cost	29.46	0%	0.00	100%	29.46	11%	3.35	89%	89%	26.11
ROW Cost	22.69	0%	0.00	100%	22.69	13%	2.86	87%	87%	19.83
Grade Seps & New Ramps [m]:										
Capital Cost	68.25	39%	26.76	61%	41.49	0%	0.00	100%	61%	41.49
ROW Cost	8.15	26%	2.15	74%	6.00	0%	0.00	100%	74%	6.00
Intersections:										
Capital Cost	2.20	0%	0.00	100%	2.20	5%	0.12	95%	95%	2.08
ROW Cost	3.32	0%	0.00	100%	3.32	6%	0.20	94%	94%	3.12
Cumulative Mitigations [n]:										
Capital Cost	6.75	61%	4.11	39%	2.64	46%	1.21	54%	21%	1.43
ROW Cost	3.21	61%	1.95	39%	1.26	49%	0.62	51%	20%	0.64
Subtotal: Street Improvements	144.35	24%	34.97	76%	109.38	8%	8.37	92%	70%	101.01

TABLE 4D (Cont.)

ESTIMATED PROGRAM COSTS* AND ALLOCATION TO TRIP FEE: PHASES I - IV CUMULATIVE TOTAL
Warner Center Specific Plan

TIMP Component	Total Cost (millions)	Regional Share (Other Sources)		Warner Center Total Share		Local Share (Other Sources)		Warner Center New Development Share (Assigned to Fee)		
		% of Total	Cost (millions)	% of Total	Cost (millions)	% of W.C.	Cost (millions)	% of W.C.	% of Total	Cost (millions)
RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM	9.00	0%	0.00	100%	9.00	0%	0.00	100%	100%	9.00
OTHER ADMINISTRATIVE COSTS										
City Administrative/Restudy Costs [o]	3.37	0%	0.00	100%	3.37	0%	0.00	100%	100%	3.37
Subtotal: Other Administrative	3.37	0%	0.00	100%	3.37	0%	0.00	100%	100%	3.37
TOTAL PROGRAM COSTS	\$674.07	67%	\$450.19	33%	\$223.88	25%	\$55.77	75%	25%	\$168.11

Notes:

- a. TMO administrative costs to be funded via TMO membership fees, not trip fees.
- b. Warner Center trip fees would contribute to construction of rail station(s) within Warner Center, but not to construction to remainder of rail line (latter assumed to be funded by regional sources).
- c. Cost for east/west rail station serving Warner Center Core subarea.
- d. Assumes 5 years of 4-bus, 10 years of 5-bus & 5 years of 6-bus north/south shuttle bus system. Also assumes continues in Phases II-IV as expanded shuttle bus service, not rail line.
- e. No bus operating & maintenance (O&M) costs allocated to Warner Center trip fee program, pending determination of legal precedence for funding on-going operating costs with trip fees.
- f. Assumes 5 years of 126-bus, 5 years of 158-bus, 5 years of 188-bus & 5 years of 175-bus commuter express & local circulator bus system (including private & increased SCRTD services).
- g. Assumes 20 years of 7-bus internal DASH shuttle bus system.
- h. Shuttle bus service from intercept parking facilities & expanded local bus service to/from the east/west rail line in Warner Center for non-Warner Center generated passengers assumed to be responsibility of regional agency operating east/west rail line.
- i. Section 11 of proposed Specific Plan requires that individual developers either provide intercept parking facilities or pay a separate in-lieu fee for same. Thus, cost of intercept parking facilities is not included in trip fee.
- j. Cost for multi-modal commuter station serving Canoga north/south transit system and various bus services.
- k. Estimated based on LACTC cost estimates for various proposed HOV facilities. Assumes Ventura Corridor East HOV facility is not elevated above Ventura Freeway.
- l. Costs for specified TSM actions only; costs for unspecified other signal, channelization & striping improvements included in intersection improvement costs.
- m. Estimated cost for new ramps at 101/Topanga interchange, new ramp at 101/Canoga interchange & Victory/Topanga grade separation. The proposed Topanga Canyon Boulevard/U.S. 101 Freeway interchange improvement requires detailed engineering analysis to finalize the projected capital and right-of-way costs. The Trip Fee will be modified when this information is available and agreed upon.
- n. Cumulative mitigation measures identified in Warner Center Specific Plan EIR.
- o. Entire estimated 20-year City administrative/restudy cost assigned to Phases I-IV cumulative total.

* All cost estimates in 1992 dollars.

TABLE 4E

WARNER CENTER TRIP FEE*
Warner Center Specific Plan

TIMP COMPONENT	WITH BASE REGIONAL	WITHOUT BASE REGIONAL
TDM/TRANSIT PROGRAM		
EAST/WEST RAIL LINE	28.61	NOT INCLUDED
CANOGA N/S TRANSIT (CAPITAL COST ONLY)	0.51	0.51
CANOGA N/S TRANSIT (ROW COST ONLY)	5.50	NOT INCLUDED
COMMUTER EXPRESS	6.60	6.60
DASH SYSTEM	2.00	2.00
VICTORY/CANOGA COMMUTER BUS STATION	0.20	0.20
HOV FACILITIES	<u>11.31</u>	<u>NOT INCLUDED</u>
SUBTOTAL	54.73	9.31
STREET IMPROVEMENT PROGRAM		
TSM ACTIONS	0.31	0.31
STREET WIDENINGS		
CAPITAL COST	26.28	26.28
ROW COST	19.98	19.98
GRADE SEP & NEW RAMPS		
VICTORY/TOPANGA ONLY		
CAPITAL COST	8.33	8.33
ROW COST	4.81	4.81
ALL OTHER RAMPS		
CAPITAL COST	33.46	33.46
ROW COST	1.20	1.20
INTERSECTIONS		
CAPITAL COST	2.08	2.08
ROW COST	3.12	3.12
CUMULATIVE MITIGATIONS		
CAPITAL COST	1.43	1.43
ROW COST	<u>.64</u>	<u>0.64</u>
SUBTOTAL	101.64	101.64
NEIGHBORHOOD PROTECTION	9.00	9.00
CITY ADMINISTRATIVE COSTS/RESTUDY COSTS	<u>2.74</u>	<u>2.74</u>
TOTAL COSTS FOR NEW WC	168.11	122.69
TOTAL TRIPS	25,005	25,005
TRIP FEE	\$6,723	\$4,907

*INCLUDES COMMUTER EXPRESS 60/40 SPLIT, ALL FREEWAY RAMPS, AND ADMINISTRATIVE COSTS.

TABLE 5

STUDY INTERSECTIONS WITHIN WARNER CENTER SPECIFIC PLAN AREA

1. Topanga Canyon and Vanowen
2. Topanga Canyon and Victory
3. Topanga Canyon and Erwin
4. Topanga Canyon and Oxnard
5. Topanga Canyon and Burbank
6. Burbank and U.S. 101 WB on-ramp
7. Canoga and Vanowen
8. Canoga and Victory
9. Canoga and Erwin
10. Canoga and Oxnard
11. Canoga and Burbank
12. Canoga and U.S. 101 WB off-ramp
13. Canoga and U.S. 101 EB on-ramp
14. De Soto and Vanowen
15. De Soto and Victory
16. De Soto and Erwin
17. De Soto and Oxnard
18. De Soto and Burbank
19. De Soto and U.S. 101 WB ramps
20. De Soto and U.S. 101 EB ramps
21. Owensmouth and Erwin
22. Variel and Erwin
23. Owensmouth and Burbank
24. Topanga Canyon and Califa
25. Owensmouth and Califa
26. Canoga and Califa
27. De Soto and Califa

Warner Center Specific Plan



Locations of Street Widening

Additional R/W width (in feet) — XX'

Width to be obtained by bridging flood control channel; no additional R/W required — ●

Additional R/W required to accommodate spot widening for additional turn lanes at intersections — ⊕

Note: R/W estimates are preliminary and are subject to change in final design

**Estimated Additional Right-of-Way
Required for Proposed Street Improvements**

Warner Center Specific Plan



Warner Center Internal Shuttle



Commuter Rail



Rail Transit



HOV Facilities



Commuter Shuttle



Station

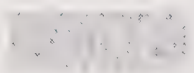


Intercept Parking Lot
(conceptual; exact locations not determined)



Not to Scale

Warner Center Specific Plan



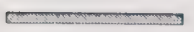
Warner Center Internal Shuttle



Commuter Rail



Rail Transit



HOV Facilities



Rail or Other High Capacity Transportation Improvement



Station



Intercept Parking Lot (conceptual; exact locations not determined)

Warner Center Specific Plan



Warner Center Specific Plan



Warner Center

Warner Center Internal Shuttle

Station

Commuter Rail

Intercept Parking Lot
(conceptual; exact locations not determined)

Rail Transit

① East/West rail line may be along the
Burbank Branch R/W, or I01 Fwy

HOV Facilities

② HOV Facility may be along I01
Fwy, Burbank Branch R/W or
Victory Blvd

Rail or Other High Capacity
Transportation Improvement

Commuter Shuttle



APPENDIX B

TRIP GENERATION TABLES
Warner Center Specific Plan

Land Use ¹	Base Rate or Trips	Pass by Exclusion Factor	Rate/Trips Excluding Pass by	TDM Reduction	PHASE				Units
					I	II	III	IV	
SHOPPING CENTERS Square Feet of Gross Leasable Area ²									
less than 50,000	8.44	43%	3.63	yes	3.50	3.45	3.39	3.35	trips/1000 sq. ft. GLA
50,000	422	43%	182	yes	175	172	170	168	trips
75,000	546	50%	275	yes	265	261	257	254	trips
100,000	656	55%	361	yes	348	342	337	333	trips
150,000	850	61%	517	yes	499	490	483	477	trips
225,000	1100	66%	725	yes	699	687	676	668	trips
300,000	1321	69%	913	yes	880	865	852	842	trips
400,000	1587	72%	1142	yes	1101	1083	1066	1053	trips
500,000	1829	74%	1354	yes	1305	1284	1263	1248	trips
600,000	2055	76%	1554	yes	1498	1473	1449	1432	trips
800,000	2523	78%	1965	yes	1894	1863	1833	1812	trips
1,000,000	2967	79%	2359	yes	2274	2236	2201	2175	trips
1,250,000	3487	81%	2825	yes	2723	2678	2635	2604	trips
1,500,000	3980	82%	3269	yes	3152	3099	3050	3014	trips
1,750,000	4451	83%	3697	yes	3564	3505	3449	3409	trips
2,000,000	4903	84%	4109	yes	3962	3896	3834	3789	trips
For Shopping Center sizes not shown and containing less than 2,000,000 square feet of Gross Leasable Area, P.M. Peak Trips Per Hour may be calculated by proportioning (interpolating) between the sizes and corresponding Trip amounts that are shown. For Shopping Centers containing greater than 2,000,000 square feet of Gross Leasable Area, the Institute of Transportation Engineers' Trip Generation (5th Edition) should be used, as directed by the Department of Transportation.									
RETAIL USES									
Supermarket	10.34	30%	3.10	no	3.10	3.10	3.10	3.10	trips/1000 sq. ft. GFA ³
Convenience Market	53.73	30%	16.12	no	16.12	16.12	16.12	16.12	trips/1000 sq. ft. GFA
Furniture Store (more than 30,000 sq. ft.)	0.39	60%	0.23	yes	0.23	0.22	0.22	0.22	trips/1000 sq. ft. GFA
Discount Club	7.79	60%	4.67	yes	4.51	4.43	4.36	4.31	trips/1000 sq. ft. GFA
RESTAURANTS									
Low-Turnover	7.66	40%	3.06	no	3.06	3.06	3.06	3.06	trips/1000 sq. ft. GFA
High-Turnover	16.26	30%	4.88	no	4.88	4.88	4.88	4.88	trips/1000 sq. ft. GFA
Fast Food									
without Drive-Thru	42.34	30%	12.70	no	12.70	12.70	12.70	12.70	trips/1000 sq. ft. GFA
with Drive-Thru	36.53	30%	10.96	no	10.96	10.96	10.96	10.96	trips/1000 sq. ft. GFA

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TRIP GENERATION TABLES (Cont.)
Warner Center Specific Plan

Use	Base Rate or Trips	Pass by Exclusion Factor	Rate/Trips Excluding Pass by	TDM Reduction	PHASE				Units
					I	II	III	IV	
OFFICES									
Square Feet of Gross Floor Area									
less than 40,000	2.365		2.37	yes	2.10	1.96	1.84	1.75	trips/1000 sq. ft. GFA
40,000	95		95	yes	84	79	74	70	trips
70,000	143		143	yes	127	119	111	106	trips
100,000	186		186	yes	165	154	145	137	trips
200,000	310		310	yes	276	257	241	229	trips
400,000	516		516	yes	459	428	401	381	trips
600,000	696		696	yes	619	577	541	514	trips
800,000	861		861	yes	765	714	670	635	trips
more than 800,000	1.080		1.081	yes	0.96	0.90	0.84	0.80	trips
For office sizes not shown above, P.M. Peak Trips Per Hour may be calculated by proportioning (interpolating) between the sizes and corresponding Trip amounts that are shown.									
MEDICAL OFFICE	4.08		4.08	yes	3.63	3.38	3.17	3.01	trips/1000 sq. ft. GFA
BANKING USES									
Walk-in Bank	17.35	70%	12.15	yes(office)	10.80	10.07	9.45	8.96	trips/1000 sq. ft. GFA
Bank w/Drive-Thru	43.63	70%	30.54	yes(office)	27.15	25.32	23.76	22.54	trips/1000 sq. ft. GFA
INDUSTRIAL									
General Light Industry (less than 500 employees)	0.98		0.98	yes	0.87	0.81	0.76	0.72	trips/1000 sq. ft. GFA
Manufacturing	0.75		0.75	yes	0.67	0.62	0.58	0.55	trips/1000 sq. ft. GFA
Warehousing (50,000 sq. ft. or more)	0.99		0.99	yes	0.88	0.82	0.77	0.73	trips/1000 sq. ft. GFA
Mini-Warehousing/Storage (less than 50,000 sq. ft.)	0.26		0.26	yes	0.23	0.22	0.20	0.19	trips/1000 sq. ft. GFA
Science R & D	1.07		1.07	yes	0.95	0.89	0.83	0.79	trips/1000 sq. ft. GFA
AUTOMOBILE USES									
Automobile Care Center	2.87	30%	0.86	no	0.86	0.86	0.86	0.86	trips/1000 sq. ft. occupied GLA
New Car Sales	2.62		2.62	no	2.62	2.62	2.62	2.62	trips/1000 sq. ft. GFA
HOSPITALS									
General	1.22		1.22	yes	1.13	1.07	1.03	0.99	trips per bed
Nursing Home	0.17		0.17	yes	0.16	0.15	0.14	0.14	trips per bed
RESIDENTIAL									
Apartments	0.49		0.49	yes	0.44	0.44	0.43	0.42	trips per dwelling unit
Condominiums	0.55		0.55	yes	0.49	0.50	0.48	0.47	trips per dwelling unit
Single-Family House	1.01		1.01	yes	0.90	0.91	0.88	0.86	trips per dwelling unit
OTHER									
Hotel/Motel	0.76		0.76	yes	0.68	0.69	0.66	0.70	trips per guest room
Live Theater	0.02		0.02	yes(office)	0.02	0.02	0.02	0.01	trips per seat
Parking Lot									
Commercial (existing)	0		0	no	0.00	0.00	0.00	0.00	(no "credit")
(proposed)	0.67		0.67	no	0.67	0.67	0.67	0.67	trips per space
Day Care Center	15.56		15.56	yes(office)	13.83	12.90	12.11	11.48	trips/1000 sq. ft. GFA
Health Club	4.3		4.3	yes(retail)	4.15	4.08	3.35	3.96	trips/1000 sq. ft. GFA

APPENDIX C

CHILD CARE FACILITY GUIDELINES
Warner Center Specific Plan

The following guidelines pertain to Section 13 of this Specific Plan. These guidelines may be used to determine the need for a child care facility for each Project and the minimum Floor Area for the child care facility or facilities. (Alternatively, Applicants are permitted to prepare their own child care facility proposals, satisfactory to the City's Child Care Coordinator.)

- A. Determine the Floor Area of the Project (excluding parking garage);
- B. Determine the number of employees generated by Project - calculated as gross square footage of Project (A) divided by:
 - 250 square feet per employee for office space;
 - 300 square feet per employee for retail/other commercial space;¹
 - 500 square feet per employee for industrial/business park/manufacturing space;
- C. Multiply the number of employees generated (B) by 12 percent to determine the number of employees who have children ages 0 - 12 years and need a licensed child care facility;
- D. Multiply the number of employees who have children ages 0 - 12 years who need a licensed child care facility (C) by the factor of 1.6 to determine the number of children per employee;
- E. Multiply the number of children per employee (D) by 40 percent to determine the number of employee children, ages 0 -12 years, who would utilize a licensed child care facility at or near the Project workplace in Warner Center.

Calculation of the amount of Floor Area for a child care facility or facilities should be determined consistent with current minimum State requirements for interior and exterior activity areas.

¹ 500 square feet per employee for shopping centers having 250,000 square feet or more of floor area.

CHILD CARE FACILITY WORKSHEET

Project Name: _____

Project Location: _____

CHILD CARE FACILITY REQUIREMENT FORMULA

A) SQUARE FEET OF PROJECT (exclude parking garage)

(A) = _____ Total Square Feet

B) NUMBER OF PROJECT EMPLOYEES

- Office:

_____ sq. ft./250 sq. ft. per employee

- Retail/Other Commercial:

_____ sq. ft./300 sq. ft. per employee

- Shopping Center having 250,000 or more sq. ft.:

_____ sq. ft./500 sq. ft. per employee

- Industrial/Business Park/Manufacturing:

_____ sq. ft./500 sq. ft. per employee

(B) = _____ Total No. of Project Employees

C) NUMBER OF PROJECT EMPLOYEES WITH CHILDREN AGES 0 - 12 YEARS NEEDING LICENSED CHILD CARE

Total No. of Project Employees (B) X 12%

(C) = _____

Total No. Employees with Children Ages 0 - 12 years needing Child Care

D) NUMBER OF CHILDREN AGES 0 - 12 YEARS NEEDING CARE PER EMPLOYEE

Total No. of Project Employees with Children Ages 0 - 12 years needing Child Care (C) x 1.6 Children per Employee

(D) = _____

Total No. of Children needing Child Care

E) NUMBER OF CHILDREN UTILIZING ON- OR NEAR-SITE CHILD CARE

Total No. of Children needing Child Care (D) x 40%

(E) = _____

Total No. of Child Care Spaces Required for Project

IF (E) IS LESS THAN 12, NO CHILD CARE FACILITY REQUIREMENT.

IF (E) IS 12 OR MORE, MULTIPLY (E) X MINIMUM SQ. FT. ACTIVITY AREA (INTERIOR) PER CHILD AS REQUIRED BY STATE LAW TO DETERMINE REQUIRED FLOOR AREA FOR CHILD CARE, NOT TO EXCEED 12,000 SQ. FT.

Total Child Care Floor Area Required = _____

APPENDIX D

RESIDENTIAL NEIGHBORHOOD PROTECTION PROGRAM
Warner Center Specific Plan

MITIGATION MEASURES

The mitigation measures identified below are listed as devices to make local routes less attractive to through traffic and provide measures designed to improve pedestrian and vehicular egress by residents from the designated neighborhoods. They also affect the travel patterns of local residents in the neighborhoods and increase delays and travel distances.

No measure is recommended for a specific residential neighborhood. The Departments of City Planning and Transportation shall jointly conduct a study and make recommendations, with the advice of the appointed Residential Neighborhood Protection Committee(s), after the Warner Center Specific Plan is adopted in order to establish locations, if any, for any of these measures to be implemented.

A. DIVERTERS OR SEMI-DIVERTERS

A diverter is a physical barrier that limits the access at an intersection. It can be designed to require all vehicles to make a left- or right-turn at the intersection and prohibit through movements. A semi-diverter is designed to prohibit traffic from entering a street while allowing exits.

B. CUL-DE-SACS OR STREET CLOSURES

This measure would totally prohibit access and limit the street to one outlet.

C. CHOKERS OR NARROWING OF STREET WIDTHS

The width of the street is reduced by a choker or narrowing of width. It is normally built at an intersection to restrict the number of lanes entering and exiting the street.

D. TURN RESTRICTIONS

Peak period turn restrictions from arterials onto local streets function as diverters.

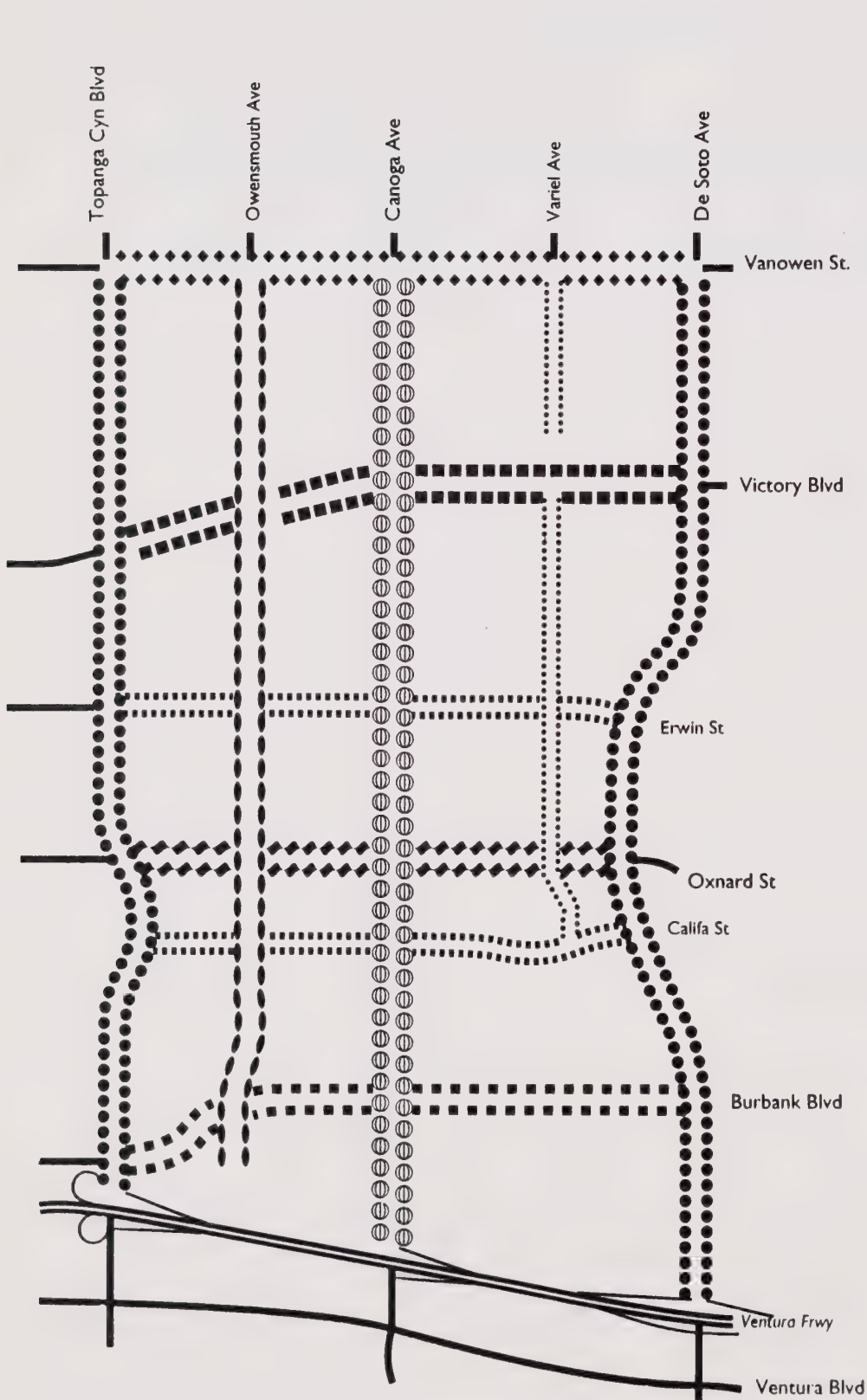
E. STREET AND HIGHWAY REDESIGNATIONS

This measure would redesignate streets and highways within residential neighborhoods where necessary to promote the goals and objectives of the Residential Neighborhood Protection Program.

F. TRAFFIC SIGNALS AND SIGNAL ACTIVATORS

Traffic signals located at key exit intersections from residential neighborhoods could be designed to be activated only by pedestrians or by vehicles egressing from those communities.

Warner Center Specific Plan



Vanowen St



Quercus ilex • Holly Oak

Tipuana tipu • Tipu Tree
Araucaria araucana • Monkey Puzzle Tree

Erwin St
Califa St
.....
Koelreuteria bipinnata • Chinese Flame
Tree

Oxnard St

Jacaranda mimosifolia • Jacaranda

Burbank Blvd
Platanus acerifolia • "Yarwood"
London Plane Tree

Topanga Canyon Blvd
De Soto Ave

Pinus pinea • Italian Stone Pine
Ginkgo biloba • "Autumn Gold" Ginkgo

Owensmouth Parkway
 Platanus acerifolia • "Yarwood"
 London Plane Tree
 Quercus agrifolia • California Live Oak
 Eucalyptus sideroxylon • Red Ironbark
 (existing)

Canoga Ave
Magnolia grandiflora
"Majestic Beauty" Magnolia •
Pistacia chinensis • Chinese Pistache

..... Variel Ave
Lagerstroemia indica • Crape Myrtle



Not to Scale

Map 7

APPENDIX E

**URBAN DESIGN GUIDELINES
Warner Center Specific Plan**

1. STREET TREE PLAN

The following are the suggested street tree designations for the streets within the Warner Center Specific Plan area:

Owensmouth Parkway

Street Tree - alternating California Live Oak and Red Iron Bark Eucalyptus (60" box size installed)

Setback - European Sycamore opposite each street tree (60" box size installed)

Canoga Avenue

Street Tree - alternating Evergreen Magnolia and Chinese Pistache (60" box size installed)

Setback - Magnolia and Pistache opposite each street tree (60" box size installed)

Topanga Canyon Boulevard and De Soto Avenue

Street Tree - alternating Italian Stone Pine and Ginkgo Trees (60" box size installed)

Variel Avenue

Street tree - Crape Myrtle

Vanowen Street

Street tree - Holly Oak

Setback - Holly Oak equidistant between each street tree.

Victory Boulevard

Street tree - alternating Tipu and Monkey Puzzle

Setback - alternating Tipu and Monkey Puzzle

Erwin Street

Street tree - Chinese Flame Tree (60" box size installed)

Setback - Chinese Flame Tree equidistant between each street tree (60" box size installed)

Oxnard Street

Street tree - Jacaranda or Chinese Flame Tree (60" box size installed)

Setback - Jacaranda or Chinese Flame Tree equidistant between each (60" box size installed)

Califa Street

Street tree - Chinese Flame Tree

Setbacks - Chinese Flame Tree equidistant between each street tree.

Burbank Boulevard

Street tree - European Sycamore

Setback - European Sycamore equidistant between each street tree.

WARNER CENTER STREET TREE KEY

<u>STREET</u>	<u>SPECIES</u>
Owensmouth Parkway	Platanus acerfolia - London Plane Tree 'Yarwood' Quercus agrifolia - California Live Oak Eucalyptus sideroxylon - Red Ironbark (existing)
Canoga Avenue	Magnolia grandiflora - 'Majestic Beauty' Pistacia chinensis - Chinese Pistache
Topanga Canyon Boulevard	Pinus pinea - Italian Stone Pine Ginkgo biloba - 'Autumn Gold' Ginkgo
De Soto Avenue	Pinus pinea - Italian Stone Pine Ginkgo biloba - 'Autumn Gold' Ginkgo
Variel Avenue	Lagerstroemia indica - Crape Myrtle
Vanowen Street	Quercus ilex - Holly Oak
Victory Boulevard	Tipuana tipu - Tipu Tree Araucaria araucana - Monkey Puzzle Tree
Erwin Street	Koelreuteria bipinnata - Chinese Flame Tree
Oxnard Street	Jacaranda mimosifolia - Jacaranda
Califa Street	Koelreuteria bipinnata - Chinese Flame Tree
Burbank Boulevard	Platanus acerfolia - London Plane Tree 'Yarwood'

2. OWENSMOUTH PARKWAY

OBJECTIVES

- A. Create a Parkway that establishes Owensmouth Avenue as the core of activity of Warner Center.
- B. Coordinate the design of Owensmouth Avenue so that existing and future transportation requirements are addressed in a creative, functional and aesthetically pleasing manner.
- C. Develop a plan that recognizes the variety of land uses along Owensmouth Avenue by setting guidelines directed to bring about a hierarchy of design character along its length (e.g., create an active urban environment with a "Village Center" at the core).
- D. Establish a street that encourages pedestrian use by promoting pedestrian-serving activities.
- E. Create a unique streetscape by introducing historic California landscape elements and by enhancing the existing landscaping.

GUIDELINES

The following Guidelines for the future development of "Owensmouth Parkway" consist of Concepts and Implementation Strategies.

A. ROAD RIGHT-OF-WAY

1. Concept:

- a. Owensmouth Parkway will be a unique street serving the internal requirements of Warner Center.
- b. Owensmouth Parkway will serve as a local distributor street, containing enhanced landscape, setback and transportation elements.
- c. Owensmouth Parkway will be designed to accommodate the future potential inclusion of transit lanes compatible for use by buses or other surface transit vehicles, in order to reduce auto congestion, link Warner Center to regional transportation systems, and provide an enhanced level of convenience for residents and workers.

2. Implementation Strategies:

- a. North-South through traffic within Warner Center shall be accommodated by Topanga Canyon Boulevard, Canoga Avenue and De Soto Avenue.
- b. Owensmouth Parkway shall be designed to encourage and accommodate multiple turning movements for access to buildings and parking.

- c. On-street parking shall be limited.

B. LAND USES: RETAIL/RESTAURANTS, COMMUNITY FACILITIES, PUBLIC PLAZAS

1. Concept:

- a. Activities and spaces which invite public gathering and public participation; create a public service; and/or create a public amenity, such as plazas, shall be encouraged on sites adjacent to, and accessible from Owensmouth Parkway.
- b. Activities to be encouraged include: childcare; community meetings or cultural events; regular or occasional fairs, displays, farmers' markets, art shows and the like; pedestrian-oriented retail and restaurants.
- c. The activities and spaces above should be street-oriented, rather than internally focused within a development.

2. Implementation Strategies:

- a. Space devoted exclusively to community facilities such as child-care facilities, community meeting rooms or cultural facilities shall be excluded from the calculation of permitted Floor Area.
- b. Retail and restaurants which are highly visible and immediately adjacent to pedestrian-ways shall be encouraged.
- c. Regular, or occasional fairs, displays, farmers' markets, art shows and the like shall be permitted consistent with public safety.

C. PAVING

1. Concept:

- a. Special paving can contribute to the special district character of Owensmouth Parkway by emphasizing particular street and pedestrian areas, such as crosswalks and plazas.
- b. A range of suitable paving options should be encouraged.

2. Implementation Strategies:

- a. Encourage a range of appropriate means to create special paving character along Owensmouth Parkway, for example, by use of integral-color; concrete, stamped concrete, precast pavers; brick; stone and the like.
- b. Encourage use of special paving materials in private areas adjacent to the Owensmouth Parkway, such as plazas, private walks and drives.

D. LANDSCAPE

1. Concept:

- a. Establish a Landscape Framework for the entire Warner Center Specific Plan area.
- b. Provide distinctive thematic landscape edges along Owensmouth Parkway.
- c. Include the linear Wind-Row, the Orchard and the Grove as prototypical landscape forms which reflect the history of Southern California.
- d. Incorporate Water Features within the public areas of Owensmouth Parkway which are visible to drivers, and/or Interactive with pedestrians.
- e. Encourage supplementary planting area on adjacent private properties.

2. Implementation Strategies:

- a. Historic Southern Californian tree species and planting patterns (either native or imported species) should be encouraged for major landscaping within Warner Center.
- b. Intensive plaza tree planting in formal Orchard pattern (rows) and/or Grove pattern (informal groupings) shall be encouraged.
- c. Orchard planting shall be encouraged as especially appropriate for shading surface parking areas.
- d. Water features such as fountains, shall be permitted within the plan area, consistent with responsible water resource use.
- e. Drought-adapted species of trees, shrubs and ground covers should predominate within planted areas.

E. STREET LIGHTING

1. Concept: Unique and distinctive street lighting fixtures will enhance the special district character of Owensmouth Parkway.
2. Implementation Strategy: Unique lighting fixtures which otherwise meet the requirements of the Bureau of Street Lighting shall be encouraged.

F. STREET FURNITURE

1. Concept: Street furniture should enhance the special district character of Owensmouth Parkway.
2. Implementation Strategy: Street furniture, including but not limited to trash receptacles, bollards, public or emergency telephones, drinking fountains, bus or transit shelters, and the like, shall be provided for the comfort and convenience of the public.

G. GRAPHICS AND SIGNAGE

1. Concept: Custom graphics and signage will contribute to the special district character of Owensmouth Parkway.
2. Implementation Strategy: Encourage development of custom-theme public graphics and signage for Warner Center and the Owensmouth Parkway; permit use as appropriate of public standards for display of flags, event banners and similar festive or informational signage and graphics.

H. PUBLIC ART

1. Concept: The presence of public art will contribute to the special district character of Owensmouth Parkway.
2. Implementation Strategy: Encourage public art in a variety of media, including light, water and special planting arrangements in addition to traditional art media.

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Part 5

WARNER CENTER SPECIFIC PLAN Ordinance No. 168,873 Effective August 17, 1993

Amended by Ordinance No. 168,984
Effective August 17, 1993

Amended by Ordinance No. 170,004
Effective August 26, 1994

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- ° Prior to completion of building plans, consult with the Department of Transportation and the Department of City Planning for general information regarding Specific Plan requirements:

Department of Transportation
San Fernando Valley Mitigation Office
19040 Vanowen Street
Reseda, CA 91335
Telephone: (818)756-9929

Department of City Planning
Community Planning Bureau - Valley Section
6255 Van Nuys Boulevard
Van Nuys, CA 91411
Telephone: (818)756-8044

- ° Obtain building permit clearance from the Departments of Transportation and City Planning for tenant improvement or change of use.
- ° Obtain sign permit clearance from the Department of City Planning.
- ° New non-residential development/floor area additions to existing development:
 - File a transportation impact review application with the Department of Transportation.
 - File a Project Approval application with the Department of City Planning.
 - Construct or guarantee any required transportation improvements and complete other transportation/land use requirements resulting from a Project Approval determination.
- ° Submit a Transportation Demand Management (TDM) plan to the Department of Transportation for non-residential projects and existing development having 15,000 square feet or more of floor area or 50 or more employees.

- ° All employers are required to contribute to a transportation management organization and submit an annual commuter survey to the Department of Transportation.

Department of City Planning

- ° Prior to issuance of permits by the Department of Building and Safety, the Director of Planning must review and approve projects for consistency with the provisions of the Specific Plan.
- ° As part of the Project Approval procedure, the Director of Planning may grant, conditionally grant or deny requests for floor area ratio bonuses, floor area transfers, floor area ratio averaging, lot coverage averaging, setback averaging, height modifications, and mixed-use project and child care facility incentives.
- ° The Department of City Planning, with the assistance of the Department of Transportation and the advice of a Council-appointed committee, is to make recommendations to the City Planning Commission concerning the development and implementation of a Residential Neighborhood Protection Program for nine neighborhoods adjacent to the Specific Plan area.
- ° Prior to the issuance of permits for exterior signs by the Department of Building and Safety, the Department of City Planning must review sign plans for consistency with the sign requirements of the Specific Plan.
- ° The Department of City Planning is responsible for maintaining record of all cumulative approved permitted floor area, by phase of development, within the Specific Plan area.
- ° With the assistance of the Department of Transportation, the Department of City Planning is responsible for preparing an annual report to the City Planning Commission on the status of development permitted by the Specific Plan.
- ° The Department of City Planning with the assistance of the Department of Transportation and a Council-appointed Plan Review Board, is responsible for reviewing the Specific Plan between each of the four phases of the Plan, and recommend any amendments to the City Planning Commission.
- ° The Department of City Planning, together with the Department of Transportation, is to administer: the Warner Center Intercept Parking Facility Trust Fund (Ord. No. 168,868); the Warner Center TDM and Traffic Mitigation Restitution Trust Fund (Ord. No. 168,871); and the Warner Center Transportation Improvement Trust Fund (Ord. No. 168,872).

Department of Transportation (DOT)

- All projects require Department of Transportation (DOT) review for compliance with the transportation provisions of the Specific Plan.
- Vehicle trip generation calculations, transportation impact assessment (TIA) fee calculations, and trip credits are to be determined by DOT.
- Any trip reduction credits for mixed-use projects or child care facilities, and any uses which are exempt from the required payment of the TIA fee, are to be determined by DOT.
- DOT is to require mitigation measures, to the extent feasible, be undertaken or guaranteed to mitigate the transportation impacts of a project as a condition of granting a building, grading or foundation permit.
- TIA fee payments are to be calculated and collected by DOT from applicants or successors in interest of projects approved under the Warner Center Interim Control Ordinance.
- Implementation of the transportation improvements listed in Appendix A of the Specific Plan are to be coordinated by DOT. (Appendix A may be revised every two years by providing substitute or additional improvements to the list, upon recommendation by DOT and approval by the City Council.)
- DOT is to review and approve or disapprove transportation demand management (TDM) plans, review annual TDM status reports, and enforce project compliance with average vehicle ridership (AVR) standards established by the Specific Plan.
- DOT is to assist the Department of City Planning in the development of a Residential Neighborhood Protection Program and share responsibility with the Department of Public Works for implementation of mitigation measures developed by the program.
- With the assistance of transportation management organizations, DOT is to select various sites as transit shuttle stops.
- The location of intercept parking facilities required by the Specific Plan is subject to DOT approval.
- Shared parking agreements are subject to DOT and Department of City Planning approval.
- DOT is to assist the Department of City Planning in preparing an annual report to the City Planning Commission on the status of development permitted by the Specific Plan, and reviewing the Specific Plan between each of the four phases of the Plan.

- DOT, together with the Department of City Planning, is to administer and collect fees for: the Warner Center Intercept Parking Facility Trust Fund (Ord. No. 168,868); the Warner Center TDM and Traffic Mitigation Restitution Trust Fund (Ord. No. 168,871); and the Warner Center Transportation Improvement Trust Fund (Ord. No. 168,872).
- A Specific Plan preparation fee of \$0.05 per square foot of proposed new or added non-residential floor area is to be collected by DOT with the submittal of a transportation impact review application and deposited into the Warner Center Transportation Improvement Trust Fund.

Department of Building and Safety

- No permit may be issued by the Department of Building and Safety unless a Project Approval has been obtained and all conditions of approval have been met to the satisfaction of the Departments of City Planning and Transportation. This prohibition does not apply to:
 - Tenant improvement or remodeling permits determined by the Departments of Transportation and City Planning to not increase the floor area of the existing development and not generate additional vehicle trips.
 - Damaged or destroyed nonconforming buildings or structures restored pursuant to LAMC Section 12.23 A 4, provided that the Departments of City Planning and Transportation determine that it does not increase the floor area of the building or structure and does not generate additional vehicle trips.
- Pursuant to the Warner Center Cultural Affairs Trust Fund (Ord. No. 168,869), the Department of Building and Safety is to collect all fees that would otherwise be payable to the Citywide Arts Fund (as required under the Arts Development Fee Ordinance No. 166,725) from all new commercial and industrial development within the Specific Plan area and remit all such fees to the Treasurer for deposit into the Warner Center Cultural Affairs Trust Fund.

Department of Public Works - Bureau of Engineering

- Prior to the issuance of a building, demolition, grading or foundation permit, the Bureau of Engineering together with the Departments of Transportation and City Planning, is to verify completion or guarantee of required transportation mitigation measures.
- Mitigation of project-related traffic impacts may include requirements for dedications and improvements through the B-Permit process, as approved by Bureau of Engineering.
- In-lieu credit estimates against the TIA fee are to be reviewed and approved by Bureau of Engineering and the Department of Transportation based on estimated B-Permit construction costs, including an additional 15 percent for contingency costs.

Cultural Affairs Department

- The Cultural Affairs Department is to administer the Warner Center Cultural Affairs Trust Fund (Ord. No. 168,869) and be responsible for the appropriate disbursement of the Fund.
- A five-member Warner Center Cultural Affairs Committee is to include representation from the Cultural Affairs Department.

Child Care Coordinator

- The City's Child Care Coordinator, along with the Department of City Planning, is responsible for monitoring compliance with the child care facility incentive provisions.

City Planning Commission

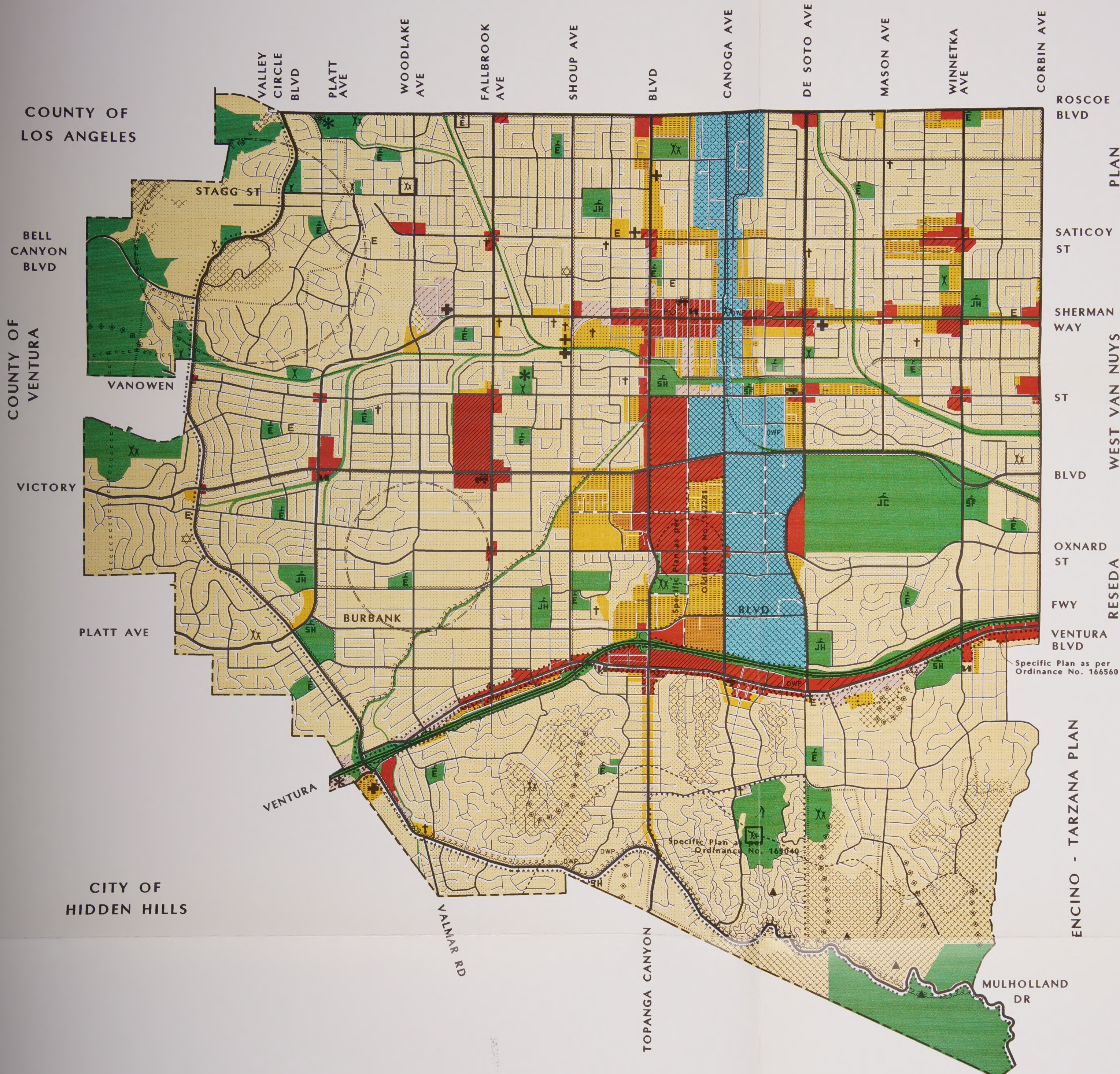
- The City Planning Commission is to consider all exceptions pursuant to the procedures set forth in LAMC Section 11.5.7 D.
- The Commission may consider requests for an administrative clarification of a determination made on a Project Approval by the Director of Planning.
- The Commission is to consider any applicant appeals regarding the decision of the Director of Planning as well as determinations by the Department of Transportation or the Department of Building and Safety relating to transportation requirements of the Specific Plan.
- Staff recommendations concerning the Residential Neighborhood Protection Program are to be presented before the Commission for its review and recommendation to the City Council.
- The Commission, after review of the Department of City Planning's annual report, is to recommend to the City Council any actions necessary to ensure that LOS and AVR performance, transportation system improvements, improvements for on-site parking and intercept parking facilities, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements of the Specific Plan.
- Prior to development proceeding from one phase to the next, the Commission is to consider a Specific Plan review report prepared by City staff with the advice of a Plan Review Board, and recommend to the City Council amendments or revisions to the Plan. The Commission is to report to the Council whether all of the requirements of the current Specific Plan phase have been implemented or assured, or determine that the requirements of the current phase are not necessary to mitigate significant environmental impacts.

City Council

- The City Council is to consider appeals from decisions of the City Planning Commission for exceptions from the Specific Plan. The Council also is to consider appeals of Commission decisions on applicant appeals related to the Plan's transportation requirements.
- The Council is to appoint members of a non-profit, joint public/private sector local development corporation, which is primarily responsible for securing additional funds for the implementation of the transportation improvements of the Specific Plan.
- The Council may revise the trip generation formulas in Appendix B of the Specific Plan based on updated reports by the Department of Transportation and as recommended by the City Planning Commission.
- The Council is authorized to refund the TIA fee and release a letter of credit.
- The Council is to appoint members to one or more Residential Neighborhood Protection Committees.
- After considering a recommendation by the City Planning Commission based on the Department of City Planning annual report, the Council is to take any actions necessary to ensure that LOS and AVR performance, transportation system improvements, improvements for on-site parking and intercept parking facilities, and the implementation of the Residential Neighborhood Protection Program are in compliance with the requirements and intent of the Specific Plan.
- Prior to development proceeding from one phase to the next, the Council is to take one of the following actions pursuant to the Plan's review procedures: certify that all requirements of the current phase have been implemented or assured; or, adopt findings to justify the reasons why the requirements are not necessary to mitigate any significant environmental impacts; or, adopt appropriate Plan amendments and accompanying findings.
- The Council is to appoint members of a Specific Plan Review Board prior to the commencement of the Plan review required between each phase.

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CHATS WORTH - PORTER RANCH PLAN



Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

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WARNER CENTER SPECIFIC PLAN

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